Weather
Rainy weather, easterly breezes. The maximum temperature yesterday was 72.9 and the minimum 68.5, the figures for the corresponding day last year being 81.5 and 68.1.

The China Press
大陸報

The Mail Box
MAILS for America-Europe.
Str. Tenyo Maru, Sept. 12.
FOR Europe and way ports,
Str. Khyber, Sept. 13.
FROM America and Europe,
Str. Hawkeye State, Sept. 13.

NO. 3100 VOL IX. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 辛酉年八月初十日 SHANGHAI, SUNDAY, SEPTEMBER 11, 1921 大正四年 第三種郵便物認可 20 CENTS

LAFONTAINE HAS LEAGUE ON GRILL AS TO OMISSIONS

Asks Why So Many Vital Topics Are Refused Its Attention

SPLIT UP DEBT

Says All World Ought To Take Over Cost Of Late War

(French Wireless through Reuter)

Paris, Sept. 9.—In the course of the discussion on the report of the Council and the Secretariat by the Assembly of the League of Nations, M. Lafontaine (Belgium) drew the attention of the Assembly to the problems of the Russian famine, Armenia, Georgia and the Graeco-Turkish war. He regretted that he found nothing about these topics in the report of the Council's labors. He hoped that the same solidarity which had led to the successful fight against typhus and the repatration of prisoners would again be evidenced in the problem of feeding Russia.

He deplored the fact that only 12 States had ratified the optional clause accepting the jurisdiction of the Permament Court of International Justice, and dwelt on the consequences which menaced humanity in the event of a future war owing to the perfecting of the technical means of destruction. M. Lafontaine went on to point out that the war debts of the belligerents weighed heavily on the whole world and more particularly on the European countries which became the theater of operations and had to bear the heaviest losses in human life. He suggested that the war debts should, as a measure of strict justice, be taken over by the whole world. He pleaded for the suppression of customs barriers in order to bring about the economic restoration of the world. While he acknowledged the need for economy, he remarked that it would take 50,000 years for the annual expenditure of the League of Nations to total what the nations spent in the late war.

Paris, Sept. 9.—Following upon the appeal of Lord Robert Cecil that greater publicity be given to the deliberations of the League of Nations and its dependent organisations, several committees have decided to hold their sittings in public including the Disarmament Commission and the Commission on Political Questions.

The Committee on Armaments and Blockades, after speeches by Lord Robert Cecil and M. Viviani, appointing a sub-committee to draw up proposals for elucidating the application of Article 16 of the League of Nations Covenant, dealing with blockades, in preference to attempting to amend it.

Seats on the Permament Court of International Justice will be allocated as follows: One to each of the allied Powers and one to each of the following: the United States, the British Dominions, Holland, the Scandinavian states, German-speaking countries and South America.

WILL NOT AMEND
(Reuter's Service)

Geneva, September 9.—The Amendments Commission of the Council of the League of Nations has decided not to propose amendments to Article 10 of the Covenant, whereby members of the League undertake to preserve against external aggression the territorial integrity and political independence of members of the League, but to adopt it, together with an interpretative resolution, declaring that the object of the Article is not to perpetuate existing territorial and political divisions, for these can be legitimately modified under the Covenant, but that the Article does not compel members of the League to furnish armed forces to guarantee territorial integrity which may be menaced.

REPORTS ON LABOR

Geneva, Sept. 8.—Mr. Adachi, Japanese Ambassador to Belgium and delegate to the League of Nations, has been entrusted by the League with the making of report on labor and traffic conditions.

Wood And Forbes Sail For China

(Reuter's Pacific Service)

Manila, Sept. 10.—Major-General Leonard Wood and Mr. Cameron Forbes sailed for Hongkong this afternoon aboard the s.s. Korea Maru.

CHINA'S CASE At The CONFERENCE, VI.

BY J. E. DOYLE

ON the eve of the Washington Conference the Tokio War Office, through its word medium the Foreign Office, again requests China to negotiate directly on the Shantung Issue and it is reliably reported that Japan will ask the Legations of Great Britain and America to act as mediators if China refuses to rejoice in the opportunity of discussing eight inadequate and ambiguous clauses in the memorandum presented to the Ministry of Foreign Affairs.

There is a possibility that direct negotiations will follow for Far Eastern politics is a maze, to say the least, and unscrupulous Chinese politicians in the past have prostituted their country's national and international prestige to their own ends. Not long ago the Anfu Party gave concrete evidence that Japanese money was the power to sway privileges, special interests, concessions and even territory from China to Japan.

That Japan planned an attempt at direct negotiation before November 11, there is no doubt. Japan's Minister to China, Mr. Obata, only recently returned from Tokio. Dr. Akiyama, Civil Governor of Kiaochow and head of the Shantung Railway Administration, and General Yui, Commander of the Military Garrison, have been back in their Tsingtao offices but a short time. Is it a wild thought to assume that in conference in Tokio it was decided to settle the Shantung Issue before the Conference?

But after reading the "eight clauses," vague and ambiguous and dependent on the "appointment of Chinese and Japanese delegates to deal with these issues" it can hardly be said that Japan has changed her tactics or that she is yet willing to set forth in clear language a sincere desire to settle the Shantung question with justice for China.

ISSUE IS PLAIN

There is no need for ambiguity, no necessity for throwing further smoke screens. The issue of Shantung is plain, its solution feasible. In talking with persons of every walk in life among the foreign and Japanese population I found in Tsingtao an almost unanimous point of view for its settlement. There was but one point of disagreement. Japanese officialdom and Japanese business men believe that the Shantung Railway Administration should control the wharves and godowns. Foreign business men see in this possible machinery for discrimination.

The principle of the "open door" can be fairly applied in Tsingtao and Shantung. All that is necessary is the co-operation of the Imperial Japanese War Office, which must renounce practices and ideas best expressed in the infamous Group Five of the Twenty-One Demands.

In the most recent anouncement on Shantung, Japan bravely asserts in the opening clause: "Japan will return the whole of Tsingtao to China"—and one need only to read the second to discover an ambiguous explanation for such munificence. Such a joker will prompt useless argument on both sides before Japan finally is satisfied that she is to receive what she desires.

This second clause reads: "China to convert Tsingtao into a treaty port, Japan being willing to withdraw her former demand for Japanese and international concessions."

FEW CONCESSIONS

The third clause would make the Shantung Railway a Sino-Japanese enterprise, first enunciated on September 24, 1918. The fourth would magnanimously renounce Japan's claim to right of accession to German's special privileges. The fifth concedes that the Republic of China should control the customs at Tsingtao, a China port which is the door to one of China's richest provinces. Official properties are to be returned to China (of course, Japan will ask nothing in return) and the three proposed railways are to be handed over to the Consortium (provided that the Consortium is willing).

The memorandum is nothing other than a deliberate attempt to catch the Chinese Government off its guard for if negotiations are begun, they will continue while the Disarmament Conference is in session and Japan will proudly point to her efforts toward justice for China and peace in the Far East. And the

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ASK SOVIET TO REPEAT REFUSAL OF FAMINE AID

Mutilated Radio Admits Good Work Of Hoover And Dr. Nansen

NO INTERFERENCE

Message Says Foreigners Functioning In Area To Be Intolerable

(French Wireless through Reuter)

Paris, Sept. 9.—The reply of the Moscow Government to the request for an Inter-Allied Commission to proceed to Russia to investigate the conditions in the famine area (this was signed by M. Litvinoff and not by M. Tchitcherin, the Foreign Minister) was so obscure that a repetition was asked for by the French Wireless station in the Eiffel Tower. No repetition has, however, been forthcoming.

From what is intelligible of the message as received in Paris, together with what was picked up in London, and a summary telegraphed to the Petit Parisien from Riga, it appears that the Bolshevist authorities strongly object to the appointment of the former French Ambassador to Petrograd as President of the Allied Relief Commission. The message then proceeds to make accusations of militarism against France and Japan, and complains that the latter still occupies Siberian territory.

PRAISE FOR HOOVER

After recognising the effective help rendered by Dr. Nansen and Mr. Hoover, the message appears, without categorically refusing to allow a committee of experts to enter Russia, to declare that the establishment of foreign control in the famine area would be intolerable, and concludes by suggesting that the Governments of Esthonia, Norway, Germany and Turkey could keep the International Commission informed and exercise control over the distribution of relief.

The Communist organ, Humanite publishes a detailed summary of a message signed by M. Tchitcherin, couched in much more violent terms.

As the net result, it is now clear that the Soviet Government, without formally refusing the request of the International Relief Commission, is once more adopting dilatory tactics. The Instransigeant emphasises that it is not the Western Powers, but the Soviets, who are speculating on the famine stricken condition of the Russian people.

NANSEN TRUSTS SOVIET
(Reuter's Service)

Geneva, Sept. 9.—In the course of a speech on the Russian famine before the Assembly of the League of Nations, Dr. Nansen approved Lord Robert Cecil's plea for more publicity and expressed regret that the Council's report did not mention Russia. Russia, he continued, was a problem facing Europe.

He described at length the "frightful famine" in that country and his description, which was based on his own personal investigations, made a great impression on the Assembly. He contended that the food problem was not difficu't as there was plenty of food and transport in the world, while the Russians were quite capable of coping with internal transport.

In conclusion, Dr. Nansen expressed the belief that an agreement with the Soviet Government would be satisfactory and that the Soviet Government could be trusted to carry it out. He urged immediate action as the situation was most serious and he moved a resolution that the question of relief should be referred to a committee and urgently appealed to the Governments of Europe to help. His speech was warmly cheered.

MAY END RELIEF PLANS

London, Sept. 9.—The Soviet Government's refusal to allow the Inter-Allied Relief Commission to investigate the conditions in Russia may result in the dissolution of the Commission, which is now sitting in Paris, as it is felt that no good purpose can be served by continuing the labors of the Commission in view of the Soviet Government's uncompromising attitude, and the fact that any relief sent to Russia would apparently be taken over by the Soviet authorities for disposal as they alone thought fit.

It is authoritatively stated in London that there are indications

(Continued on Page 2)

HUGHES AND 3 SENATORS TO PRESENT CASE OF U.S.

Official Statement Names Underwood, Root And Lodge Delegates

BRIAND WILL GO

Ll. George May Stay In London To Deal With Irish Situation

(Reuter's Service)

Washington, Sept. 10.—It is officially announced that Senators Underwood, Elihu Root and Lodge and Secretary of State Hughes will comprise the American delegation to the Disarmament Conference. All the delegations will probably be limited to four members, although there will be no limits placed on the number of advisers.

BRIAND WILL ATTEND
(French Wireless through Reuter)

Paris, Sept. 9.—M. Briand has denied the statement, made in certain American newspapers, that he has abandoned his intention of taking part in the Washington Conference, and states that it is still his full intention to be present.

As regards Mr. Lloyd George's participation, the Daily News forecasts that the Irish negotiations will probably prevent his going to Washington.

DEMOCRATS MAKE ATTACK
(Reuter's Service)

London, Sept. 9.—According to a Washington telegram, there is some reason to doubt that the Disarmament Conference can be kept on a plane above party politics in the United States. The Democratic National Committee has begun to issue literature which in effect attacks the Conference. The chief point of this criticism is the introduction of "purely diplomatic and Asiatic questions," which, it argues, only complicates the question of the limitation of armaments, and thus can only operate against speedy and successful results.

Moors Make Strong Stand In Attack Of 6,000 Spanish

(Reuter's Service)

Madrid, Sept. 9.—Advices from Melilla state that a column of 6,000 Spanish troops was surprised by Moors who were strongly entrenched with two guns near Casabona. Fierce fighting ensued in which the Moors were mown down, but there were many hand to hand encounters, the battle lasting ten hours. On the arrival of Spanish reinforcements, the Moors fled, abandoning their dead.

Mail For America To Leave Tomorrow

The next mail to the United States will be despatched tomorrow morning from the American Post Office on the steamer Tenyo Maru of the Toyo Kisen Kaisha, which sailed from Hongkong Friday and is due off Woosung at 7 o'clock tomorrow morning.

The incoming tender from the ship is expected at the Customs Jetty about 9:30 o'clock tomorrow morning and the outbound tender will be despatched at noon from the jetty.

Woman's Club To Give Mah-Jongg Party Tuesday

The first social event in the calender of the American Woman's Club for the new year is the mah-jongg party which is to take place at 9:00 next Tuesday evening in the Columbia Country Club. Several prizes, all consisting of mah-jongg sets, will be given for the highest scores. A number of sets of exceptionally beautiful workmanship have been contributed by the Technical Supply Company, a firm which has made a specialty of the manufacture of sets for foreign use.

Tickets for the affair may be secured from the following members of the Arrangements Committee: Mesdames Percy L. Bryant, Robert Lang, George B. Fryer, N. G. Harris, and J. K. Gold.

Admirals And Members Of House Naval Affairs Committee See Bombing Tests

U.S. NAVY officers and members of the Naval Affairs Committee of the House of Representatives, photographed aboard the U. S. S. Henderson while watching the bombing of the surrendered German warships by Army and Navy fliers, off Virginia. Left to right: Rear Admiral William Fullam; Representative J. McClintic, of Okla.; Representative William W. Lufkin, of Mass.; Admiral W. L. Rogers, Representative Fred. C. Hicks, of N. Y.; Representative A. E. Stephens, of Ohio; Rear Admiral N. A. McCulley, Representative B. L. Rosenbloom and Representative I. N. McPherson, of Maine.

SINN FEIN'S INVITATION IS PLEASING IRISH PRESS

Outlook For Settlement Is Deemed Hopeful; Dublin Cabinet In Session

(Reuter's Service)

London, Sept. 9.—The Irish outlook is regarded as hopeful, and the Premier's invitation to Sinn Fein to take part in a conference is well received by the press in Ireland.

The Dail Eireann Cabinet met at the Mansion House, Dublin, this afternoon to consider its reply to the invitation. Mr. de Valera presided. Dail Eireann will meet at the beginning of next week.

100,000 COTTON HANDS NOW ARE FACING LOCKOUT

Manchester Employers Decide To Call Meeting To Fight Demands Of Union

(Reuter's Service)

London, Sept. 9.—A serious dispute is again threatened in the Lancashire cotton trade. The committee of the Employers' Federation at Manchester has decided to call a meeting of the whole trade, with a view to enforcing a general lockout, affecting 100,000 operatives, unless the Oldham Card Room Workers' Union withdraw their demand for the payment of wages to operatives who are without work owing to machinery being changed, on which ground the Union has tendered notices to cease work at the Anchor Spinning Mill.

Greeks Thrown Back With Loss Of 25,000 Men

(French Wireless through Reuter)

Paris, Sept. 9.—The Temps publishes the following information in regard to the recent fighting between the Greeks and Turks in Anatolia:

Up to the 6th inst., the Greeks only succeeded in advancing their right wing a distance of about seven kilometers. The Turks then launched a counter-offensive against the Greek left wing, and as the outcome of this movement the Greeks were obliged to withdraw their right wing and to recross the river Sakaria. Elsewhere the Turkish flying column commanded by Colonel Emir Bey came into operation. It is estimated that the Greek losses in the course of the attacks on the Sakaria amounted to 25,000 killed and wounded.

China's Ancient Dominoes Now Fascinate Foreigners

By Elsie McCormick

In Japan, the characteristic sound is the clicking of wooden clogs on a hard pavement. Visitors to Shanghai who ride past any of the clubs or go through the French Concession after tiffin time often imagine for a startled moment that they are back in Japan again. But the clicking sound they hear is not caused by clogs pounding the cement, nor by a setting-up drill for false teeth in a dental college, nor even by the daily dishwashing stunt of Ah Ling in the pantry and the subsequent chipping of perishable porcelain.

It implies merely that the galloping ivories of China are rounding out their usual sixteen-hour day in the foreign community and that the open season for the dominoes with a Confucian education is as unlimited as the Chinese tea-hour.

In the meanwhile, bridge tables are either growing cobwebby in the attic, or being used to support the amah's bowl of food-embroidered rice; calls are unreturned; magazine pages are uncut; and former knitting enthusiasts who used to remark, "Don't you love purling?" now amend the motion to "Don't you just adore punging?" Even references to "show" no longer necessarily concern food.

The day may not be far off when an innocent little daughter will sidle up to mother with a dusty card in her hand and ask what it was all about. "That's what people used to write the score on in a game called bridge," mother will explain. "What's that? Oh, it was called bridge because the people who played it usually had to come across. Better hide that card, or everybody will think we're old-fashioned. Now run along and find amah. Mama wants to play mah-jongg."

LONG UNDISCOVERED

Electricity was in the universe for a few thousand eons before anybody discovered it; tobacco leaves waved genially in the fields for centuries before anybody thought to smoke them; and though mah-jongg has flourished in China since the days of Confucius, it's only during the last year that the foreigner has noticed it. About two years ago the only foreign players were a few dwellers in the interior who had learned it directly from Chinese friends, and who necessarily had considerable command of the language. Today almost the only foreigners who do not know it are those who landed on the last boat and even some of them were initiated on the way over.

The popularisation of the game is due largely to the work of Mr. Joseph Babcock, Standard Oil representative in Tsinanfu, who was the first to codify and publish in English the complicated rules that govern the game. When sets appeared on the market with the numbers of the pieces marked in Arabic numerals as well as in Chinese characters, the last bar to comprehension disappeared and the mah-jongg craze settled down in Shanghai on a ninety-nine year lease.

Interest in the game has spread up and down the China coast, on steamship lines running across the Pacific, and along all the great interior waterways. Now word comes that next to tuna-fishing and looking at seaweed through glass-bottomed boats it was the most popular sport this summer at Catalina Island in California. One feature of mah-jongg is the fact that there are no artificial time limits on the game outside of the fear of unduly running up the electricity bill. It can be played as long as the ivory markers continue to ebb and flow without waking up the baby or without disturbing the night-watchman as he goes on his rounds watching for a place to take a brief siesta.

BRING COFFEE, BOY

Sometimes the cash register ebbs and flows with the ivory; sometimes the winner gains nothing but face, but in either event, there is a tendency to prolong the game until the host of the occasion tells the boy to bring on the coffee and grapefruit. Considering that the maximum possible score of a single winning hand is 126,976 points, a two-cent a point game may net enough to send the oldest boy through college. Usually, however, it is understood that nothing is paid for points above 300.

There is a general impression among those who have not played that mah-jongg is as complicated as the drawing of a frog's medulla oblongata by a freshman biology student. As a matter of fact, the complexities that exist are to be found chiefly in the shuffling and distribution. They are the result of the Chinese player's acquaintanceship with certain national weaknesses, and his desire to make sure that in order to deal himself a loaded hand, a person would have to possess such remarkable gifts of clairvoyance and manual dexterity that he would rank with the Ming Tombs as one of the wonders of China.

Counting also seems somewhat complicated, though its difficulties have been lessened since the publication of rules in English. The game itself, however, is really a glorified rummy, with picturesque trimmings in the form of green dragons, east winds, bamboo, and the Chinese wall that must be built of ivory tiles before the game begins. There is a street in the Chinese city lined with nothing but workshops where the patterns are carved on pieces of ivory and the slabs fitted into their backs of polished bamboo. The foreign craze for China's ancient pastime has meant a different sort of click in the pockets of the city's skilful artisans.

Foreign players, with their disregard for poetic titles, are changing the euphonious Chinese nomenclature into a new mah-jongg slang which would

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DIVISION OF CHANG'S MEN NOW NEARING PAOTINGFU

Tsao Kun Declares His Baliwick Is Under Martial Law

IS ICHANG TAKEN?

Chinese Press Reports It Has Fallen Into Szechuen's Grasp

(Reuter's Pacific Service)

Hankow, Sept. 9.—According to reports received from the North, a division of General Chang Tso-lin's troops, sent from Fengtien, reached Changhsientuen yesterday, and General Tsao Kun has declared martial law at Paotingfu.

Last night a tuan (brigade) of Honan troops, under the command of General Chao Chieh, left Hankow for Changchow.

The Chinese of Hankow are organising a volunteer corps for the purpose of defense.

Peking, Sept. 7.—A division of Chihli troops, under the command of General Wang Chengping, is being sent to western Hupeh to strengthen the position of the Northern troops at Ichang. It is thought likely that General Wang, who is one of the ablest of General Wu Pei-fu's leaders, will take command of the forces operating against the Szechuenese.

FIGHTING FOR ICHANG
(Staff Wire To The China Press)

Hankow, Sept. 9. (6:25 p.m.)—Further reports from up the Yangtsze of the warfare that has been in progress at Ichang through the week tell that the attack of the Szechuenese on Ichang is continuing. Firing continued through Thursday and Thursday night by the opposing forces entrenched on the two banks of the river and many stray shots fell into the foreign settlement of Ichang and around the ship anchorage in front of the city.

While no injuries to foreigners have been reported the Customs buildings have been hit repeatedly and the quarters of the Nissin Kisen Kaisha and the Japanese gunboat Toba also have been struck by flying missiles. The firing to the northeast of the city has been continuous.

According to reports heard here General Wu Pei-fu now has some 20,000 troops at Ichang. It is said that the Szechuenese are planning a new move against Hupeh and contemplate launching an offensive by way of Tangyang.

Another report received is that Yunnanese insurgents headed by Tang Chi-yao have undertaken a movement to oust Ku Ping-tsen.

GOVERNOR HOLDS POST
(Reuter's Pacific Service)

Peking, Sept. 7 (by mail).—It is reported that the proposal to remove the Civil Governor of Hupeh has been abandoned.

ICHANG IS TAKEN?
(Chinese Press Wires)

Hankow, Sept. 10.—The Szechuen troops captured Ichang today and the soldiers under the command of Chao Yung-hua have retreated to Hsiangyang with heavy casualties.

Another report says that the Szechuen troops are only 20 li from Ichang and that they are concentrating their forces on land in order to keep out of the way of the men-of-war which are fighting on the side of General Wu Pei-fu.

Reinforcements for Ichang have been despatched as follows: from Hsinti, 48th brigade of the 24th Division; from Shashih, 15th brigade of the 8th Division; from Wuchang, 36th brigade of the 18th Division.

The British and Japanese consuls were informed yesterday by the Szechuen commanders that their object in carrying on the fighting is to help the Hupeh people to have the self-government which they have craved for a long time and that peace negotiations can only be entertained after the capture of Ichang and Changsha.

The Ministry of War telegraphed to General Wu Pei-fu that $5,000,000 in Provincial Notes of Hupeh will be printed for circulation in Hupeh to help paying for the cost of the expedition.

MEDIATORS AT WORK
(China Press Correspondence)

Peking, September 7.—There is a momentary peace existing at

Ichang, hostilities having been called off by the General of the Szechuen forces, while he communicates armistice terms to his superior officer, stationed somewhere up river.

The British consul, together with the Japanese consul, are acting as mediators between the Szechuen and Hupeh forces, having done so at the request of the Hupeh commander. These two officials called upon the Szechuen General, who was with his troops across the river and communicated to him the terms of the armistice as they were arranged further down the river between Wu Pei-fu and Chao Heng-ti.

The Szechuen General said that he was unable to make the decision himself but would be obliged to consult with his superior officer who was stationed at some point further up the Yangtze. He promised, however, that he would make no more attacks until he had received word from his superior.

This report was received by telegram from Ichang.

WHY HE WOULD QUIT

(Reuter's Pacific Service)

Peking, Sept. 7 (by mail).—Two reasons are given today for the submission of resignation by the Premier. The first is that the proposal to bring about unification has hitherto failed, and the second, the financial difficulties. Representations from the provinces are said to have been chiefly instrumental in persuading the Premier to remain in office.

LET CONFERENCE DIE

Peking, Sept. 7 (by mail).—Information obtained from semi-official sources today indicates that the suggestion of the Lushan Conference will be allowed to die a natural death. A very definite and important step, however, is being taken by the Government toward the formulation of a unification program to define the respective powers of the Central and provincial Governments and bring harmony out of the discord which at present characterises the relations between them.

As regards the Lushan Conference, both the President and Premier Chin have received telegrams from General Chang Shou-tseng accepting full responsibility for the proposal attributed to General Wu Pei-fu, and avowing that it was based merely on his own personal views. Since the proposal was first made no expression of opinion regarding it has been forthcoming from the great military chiefs of the country.

Dr. Sun Yat-sen has given wide publicity to his disapproval of the scheme, and it is understood that General Chang Tso-lin, General Tsao Kun and the majority of the other military leaders are tacitly opposed to it. Their view is said to be that the danger of aggravating the present situation would be greater than any hope of reconciling the conflicting parties who would be represented at the conference, and that for the present at least such a gathering would be futile or worse than futile.

GOVT. LETS IT DROP

Under these circumstances the Government feels that there is no occasion to give the proposed conference further consideration, and it intends to let the matter drop. It considers, however, that, in view of the agitation in various quarters for provincial self-government, it is necessary to test the feeling of the country on this subject before any definite progress can be made toward unification.

Telegrams were sent yesterday to Inspecting Commissioners Chang Tso-lin, Tsao Kun and Wu Pei-fu, asking their opinions on the question of drawing a clear distinction between the powers and authority of the Central Government and those of the provincial administrations.

The message points out that the Government should administer national affairs on behalf of the people in accordance with the constitution of the Republic, and that in conducting business pertaining to the interests of the country the will of the people should be respected.

In recent years, it continues, no progress has been made along the path of public interest owing to the fact that the country has been thrown into a state of internal strife, and consequently the cry for federal government and the drafting of provincial constitutions can be heard throughout the country.

THEORY IS SOUND

This demand, the message remarks, is, of course, based on sound theory, but the power of the Administration is limited, as it cannot exceed its constitutional authority, and circumstances which do not lie within the control of the Administration will render it impossible for the Government alone to carry out a program of administration.

So far as the earnest desire of the people for peace and self-government is concerned, if the Administration of national affairs is hindered by a lack of distinction between the powers of the Central Government and those of the local governments the result will be not only dissatisfaction among the people but insecurity for the Government itself.

Therefore it is necessary to obtain the views of the people regarding a clear definition of the powers of the local administrations before any definite steps can be taken.

In conclusion, it is pointed out that as the Inspecting Commissioners addressed are loyal to the nation and shoulder the responsibility for local affairs, they must be well acquainted both with local conditions and the sentiments of the people.

They are therefore asked for an expression of opinion regarding ways and means of complying with the will of the people, dealing with the present situation of the country and clearly defining the powers of administration as held by the Central and local governments so that a system of self-government may be well and efficiently put into execution.

Pong And Chow Are Play Words Now In Mah Jongg Dominoes

(Continued from Page 1)

find small popularity among the sages. Thus the spotless slab known as the White Dragon becomes variously "the tombstone," "the cake of soap," and "Saturday night," the Red Dragon becomes "the pink lady," and the Green Dragon "the bunch of spinach."

According to indications of swelling popularity, the mahjongg craze is only just beginning. Some enthusiasts are proposing little portable tables that can be carried around the neck for practice in rickshas; others are suggesting electric torches with each set, so that the game can be played at the movies. There are a few disadvantages connected with the hobby, such as the inexplicable tendency of the counters to get into every pin-tray, bureau-drawer, and waste basket in the house; and the possible repetition of the plight of a gentleman at one of the clubs who put down three aces and said "Pung" during a poker hand, thus ruining about twenty dollars for himself.

The chief thing that we don't understand about the game is that extra "g" on the end of its name. It is our belief that it was written originally by someone with a stuttering typewriter and that nobody since has had the courage to leave it off.

Ask Soviet To Repeat Refusal Of Famine Aid

(Continued from Page 1)

that the refusal is based on the deliberate purpose of refusing relief from the Allies.

SYMPATHY OF LABOR

London, Sept. 9.—The Trade Union Congress has passed a resolution expressing the deepest sympathy with the Russian people in the unprecedented calamity which has befallen them; calling on British organised Labor to give financial support to the Russian people as far as possible; authorising the General Council to start a relief fund for the workers of Russia; suggesting an immediate grant of £1,000; empowering the General Council to use the whole power of organised Labor in order to induce the Government to purchase the necessary medical supplies and money credits so urgently needed in Russia and urging the British Government to recognise the Russian Government, so as to enable the proposals to be carried out.

MARCH OF EVENTS

BY BRUCE HOPPER

THE sound and fury of the tom-toms now borne on the wind across the China sea is not really the rumble of a distant drum but the preliminary war whoops of Marquis Okuma, Indian Medicine Man of Waseda, in the act of putting the necessary swagger and grand seigneur attitude into the Japanese delegates to the Washington conference.

Let Japan be bold and she can wreck this absurd conference, let her but speak stoutly and all her acts will be vindicated, let her but pass out skim milk and the stupid Western nations will swallow it for cream, such is the substance of a stirring article by Marquis Okuma appearing in the September issue of the Taikwan (Great Outlook).

Marquis Okuma is the Eastern Star of Destiny, former Premier and present Elder Statesman, the Grand Old Man of Japan, and Idol of the People. Hence, a power at home, he is also an international figure because of his unmeasured influence with the mass of Japanese.

* * *

JAPAN'S glorious history and precocious attainments come in for the usual eulogy in Okuma's article, and then he attacks the conference as absurd, a thing unnecessary, but better held in Japan, or Britain if meet it must. He lays down the principle that if any history is to be undone the entire century should be unraveled, Britain should quit Weihaiwei and Hongkong, France must give up Tongking, and America must release the Philippines, Hawaii and the whole Pacific coast which she gobbled from Mexico. America would thus forfeit the right to attend a Pacific conference, and have even less authority to act as host.

It is curious that the great Okuma should overlook such nice points of history as the request by the Republic of Hawaii in 1858 to be annexed to the United States, that the Northwest territories were settled by American pioneers, that Alaska was bought from Russia and paid for, and that the war with Mexico ending in the ceding of California had its origin in the cruelties of Mexican governers to Texan subjects who demanded union with the United States.

* * *

MARQUIS Okuma believes himself a great patriot, but his acts, more than those of any other living man, have been the very faits accomplis which have gained Japan the distrust of almost the entire world. The Japanese people as a whole are sick of the odium attached to their name for high-handed seizures, and would probably rectify many mistakes if due allowance were made for "saving face," and national prestige. But how can they adopt a conciliatory spirit when their worshipped sage says with his usual solemn mockery and contempt: "In fact Tsingtao, having duly passed under Japanese ownership, Japan is logically entitled to refuse to return it to China if China makes difficulties about it?"

"Be bold, and then the tongue will learn to move smoothly," is Okuma's advice on the eve of the conference. Deeds count for nothing it is the Gasconade, the fanfare of eloquence, the bluster of injured innocence that will enable Japan to make the conference a failure, as Westphalia, Vienna and Versailles have been failures in the past.

With such defeatist doctrines instilled into Japan's delegates it is hard to forecast a spirit of harmony and sincerity at the conference. Japan's attitude is the most important unknown factor of the conference, and the present talk seems to indicate that a waving of the butterfly hand will be deemed sufficient recognition by Japan of the problems which other nations consider vital.

* * *

HUMANITY may be the concern of all mankind but the refusal of the Soviet government to permit the Inter-Allied Relief Commission to visit the famine districts proves that political fears are sometimes uppermost in the minds of men.

The Soviets may fear that Britain wishes to use the commission as a lever to monopolize Russian trade, but in the meantime millions of peasants are starving. They may also anticipate an effort on the part of France to collect the enormous debts owed by the imperialistic regime, but the population is being decimated by plague. Italy may seek increased trade advantages as compensation for her share of relief, but Russian subjects are dying in droves, and the Soviets hold their political safety of more importance than the lives of the peasantry.

The American Relief Commission, though suspected by European politicians as a trade maneuver, seems to have free access to the interior of Russia. The moment the Soviets suspect the slightest political significance in the feeding of their people the work will be shut down.

It is a nice little dilatory game of suspicion and counter-suspicion in which humanity must wait upon politics, while thousands perish.

Correspondence

MOKANSHAN TRANSPORTATION

Editor, THE CHINA PRESS.

Sir:—Will you permit me through the columns of your paper to tell the public my experience in coming down from Mokanshan this week. I sent in my reservation for boat, chairs and coolies some ten days before the date of leaving the mountain. On the day before we were to leave, I sent a special note to the R. R. Office on the mountain to make inquiry about my boat, for I had been ill for several days and the doctor had expressly said that I must be sure of my boat being on hand on arrival at Sangyaobu. A written answer came back from the Office to the effect that my boat would surely be awaiting me; "should there be none we will not send the coolies and chairs."

Early in the morning of the next day, the day we were to go down the mountain, I sent a note again to the Office to make inquiry so that I might be perfectly sure, and verbal answer came back that "your boat will surely be waiting you." The coolies were to come at 9 o'clock to take our luggage down the mountain. But at 10 o'clock and after, as no coolies turned up, my house boy, of his own accord and unknown to me, went to the Office again to inquire. He came back and reported that the coolies were on their way up the Mountain from Sangyaobu, they having left there at about 8 o'clock. It turned out that six coolies, two less than I had ordered, turned up at a little before 12 o'clock. Two mountain men were called, the loads were made up, and the men went down the mountain with the luggage.

The chairs came on time, and so we all, myself and wife, a Chinese girl living with us, and two servants went down the mountain, expecting to go directly aboard of our boat which we had been assured three times was awaiting us. On arriving at Sangyaobu at about 6 o'clock, the first word spoken to us was, "There is no boat for you." Three or four boats were waiting, one of them a large boat the kind which we had ordered, but they all pulled out and left us stranded; nothing else to do but to spend the night at Sangyaobu.

Just here, I cannot say too much in praise of Mr. Woo, a former student of The Lower Institute, Shanghai, who did all he could to arrange a boat for us right then and there. But unable to do so, he gave up his own room to us for the night and also arranged another room for the servants.

Early the next morning, two 3rd. class boats, and small ones at that, came in. These were all that could be promised us, so we took them, having to pay more for them than for a "special" boat, which is the largest there is. After a very tiresome day with many inconveniences, we arrived at Kongzengyao, at about 7 o'clock. Taking rischaws, myself and wife, Chinese girl, one servant, got to our home in Hungchow at about 9 o'clock.

The explanation to all this must be due to one of three things: either bad management or deception or bribery. Let us hope that it was bad management rather than either of the other two. Yours sincerely.

J. H. JUDSON.

PRINCE LEAVES TOKIO

(Reuter's Pacific Service)

Tokio, Sept. 9.—Crown Prince Hirohito left Tokio this morning for Ise, Kyoto and Momoyama.

CHITA CHINESE OBJECT TO TAX

(Reuter's Pacific Service)

Peking, Sept. 7 (by mail).—The Chinese merchants at Chita have telegraphed to the Central Government, saying that they are being taxed so heavily that they cannot continue to carry on business unless the taxes are reduced.

A petition has been received by th Central Government from the members of various commercial organisations at Chita preferring charges of corruption against the Chinese representative at Chita, Mr. Sheng Tsun-shun, and requesting his removal from office. The matter is under investigation.

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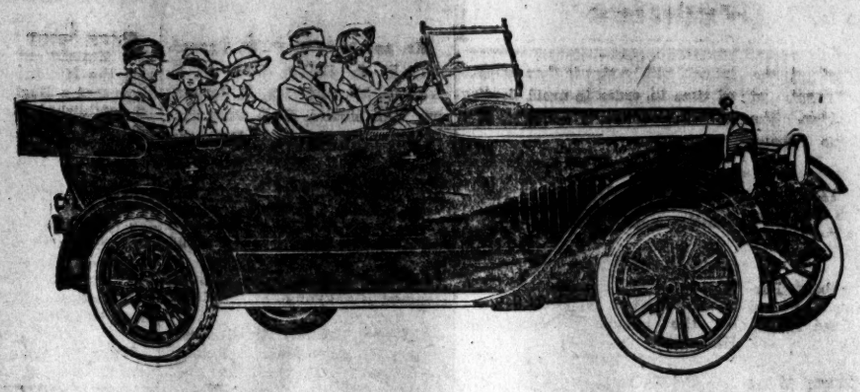

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REV. A SOWERBY PRAISED BY THE ANTI-OPIUM ASSN.

(Reuter's Pacific Service)

Peking, Sept. 7.—At the meeting of the Board of the International Anti-Opium Association on Monday last the Rev. A. Sowerby, General Secretary, announced that he and Mrs. Sowerby would shortly be going to England, visiting South Africa en route, but that he intended to return within a year. As his return had not definitely been decided upon he thought it best to submit his resignation.

The Rt. Rev. Bishop Norris (Chairman) spoke feelingly of the splendid work done by Mr. Sowerby for the anti-opium cause. A similar tribute was paid by the Rev. Father Mullins.

On the motion of Mr. Grover Clerk, a formal resolution was unanimously adopted, expressing the Association's high appreciation of Mr. Sowerby's work, and voicing the hope that the Mission would see its way to allow Mr. Sowerby to return to Peking.

It is no exaggeration to say that the future success of the International Anti-Opium Association, which is now recognised as an important factor in the suppression of narcotics by the League of Nations and the Governments of the countries chiefly concerning in the production of opium and the traffic in drugs, depends greatly upon Mr. Sowerby's continued service with the Association, though it has been assured of his earnest co-operation at Home if the Mission finds it necessary to retain him there.

The International Anti-Opium Association has been informed on good authority that poppy is being extensively grown in a district 1,500 li north of Jehol. For three weeks lately there was a continuous line of opium reapers returning to the Ying Shui Tzu district, who openly stated the business in which they had been engaged and carried on their backs quantities of opium, their wages paid in kind. The price of opium at Jehol has declined from $1 per ounce to 25 coppers. This has caused great discontent among the farmers, who have planted poppy on every hand. The official tax is $3 per mou before planting and another $3 at the time of harvest.

MUTT & JEFF — Jeff's A Versatile Sort Of Guy, At That — By Bud Fisher

MUTT, I WAS TALKING TO A PRODUCER OF MOVING PICTURE COMEDIES AND HE SAYS I'VE GOT THE ABILITY TO MAKE PLEASING FACIAL EXPRESSIONS!
HE WAS KIDDING YOU, JEFF!
I'LL PROVE TO YOU HE WASN'T! LOOK! HOW'S THIS EXPRESSION- DOESN'T IT REGISTER GREAT HAPPINESS?
DO YOU THINK YOU CAN REGISTER DESPAIR?
DESPAIR? NO! THOSE DEPRESSING FACIAL EXPRESSIONS AIN'T IN MY LINE! I LOOK ONLY ON THE BRIGHT SIDE OF LIFE'
THAT'S FINE, BECAUSE IT HAPPENS I HAVE SOME BAD NEWS FOR YOU!
THE LANDLADY TOLD ME TO TELL YOU IF YOU DIDN'T PAY YOUR BACK RENT BY TONIGHT SHE'D HAVE YOU ARRESTED!
WHY, YOU'RE GOOD AT REGISTERING DESPAIR, JEFF!
O'DEAR O'DEAR!
Fisher

TRADE RETURNS SHOW GAIN OVER PFEVIOUS MONTH

(Reuter's Service)

London, Sept. 9.—The August trade returns indicate some revival in both imports and exports as compared with the low point reached during the coal strike. Exports and imports were each increased about £8,000,000 as compared with July, while the exports for the month were about £10,000,000, showing a further recovery of merchant trade in foreign and colonial goods.

Over three million tons of coal, valued at £5,500,000, were exported during August. Raw materials to the value of £19,000,000 were imported during the month, as against £15,250,000 in July. The imports of manufactured goods amounted to £18,000,000 in both July and August, but the exports of manufactures in August were £40,000,000, an increase of £3,250,000 as compared with July.

Japanese Planning Business School For The Chinese

(Reuter's Pacific Service)

Tokio, Sept. 10.—The Sino-Japanese Businessmen's Association held a conference yesterday and completed the plans for the proposed establishment of a commercial college in Chihli or Shantung for Chinese students. The Association decided to despatch its Vice-President, Mr. Toyoji Wada to Peking to explain its proposals to the Chinese authorities.

Mr. Wada is expected to start on Sept. 12, via Dairen, Tsingtao and Shanghai.

Wedding

DZAU-SZE

The marriage of Captain Linson Edward Dzau of the Chinese Delegation to the Pacific Conference, and Miss Meitsung Sze, daughter of Mr. and Mrs. L. Carlton Sze, will take place at the Church of Our Saviour, Dixwell Road, on Wednesday afternoon at 4 o'clock. A reception will follow the ceremony and will be held at the Yih Ping Shang Hotel, Thibet Road.

Captain Dzau returned from Peking yesterday after receiving his appointment to serve with the secretariat of the Chinese delegation to Washington. He will sail with his bride on the Empress of Asia next Saturday for Vancouver.

Captain Dzau received his training in the United States and was one of the honor graduates of West Point. He was with the secretariat of the Chinese delegation to the Versailles Conference.

News Brevities

Mr. Wang Yang, chief of the Public Works Department of Chapei, passed away Friday. The vacancy already has many applicants.

* * *

Mrs. Ceres, wife of Lieutenant-Commander Ceres, U. S. N., is to sail on Tuesday, on the P & O liner Khyber on her way to Paris.

* * *

Madame Flora Rosemberg, Barrister-at-law, has removed her offices to 1A Canton Road in the N.K.K. Building.

* * *

Mr. Robert Roth, manager of the Victoria theater, who has been recovering from an attack of sunstroke at Fearn's Sanitarium, has been removed to his home and is convalescing. It will probably be a month before his recovery is complete.

* * *

The Shanghai-Nanking Railway announces that the launch service at Mokanshan was resumed yesterday. As the waters have only subsided slightly, passengers are notified that the running of the launch will be slower than scheduled time in order to avoid flooding adjoining farms.

* * *

Mr. and Mrs. F. W. Sutterle and their children returned to Shanghai yesterday after a summer vacation spent at Tsingtao.

* * *

Mr. and Mrs. F. G. Walker, and Messrs. A. C. Palmer and A. C. Cooper arrived in port yesterday by the steamer Tatung from Hankow.

* * *

The steamship Sakaki Maru from Dairen and Tsingtao yesterday brought to Shanghai among others the following passengers: Mr. and Mrs. F. W. Sutterle, Mr. and Mrs. A. B. Hykes, Mr. and Mrs. H. S. Honigsberg, Mr. and Mrs. B. F. Brown, Mr. and Mrs. Tersbury, Mr. and Mrs. J. P. Gray, Mr. and Mrs. Liang Shih-lih, Viscount L. Archeson and Mrs. J. Eichwald.

* * *

Among the passengers yesterday on the steamer Shengking for Nanking was Mr. R. H. Gregory.

* * *

Mr. and Mrs. W. P. W. Turner, Mr. P. J. Reilly, Mrs. D. P. Griffiths, Mr. and Mrs. E. Jorgensen, and Messrs. C. C. Goodrich, Colin Scott, and C. L. Ferguson left yesterday for Tsingtao by the steamer Chenan.

* * *

Mr. and Mrs. Fawcett, Mr. and Mrs. J. M. V. Robeiro and Mr. and Mrs. W. Wilder are leaving tonight for Hankow on the C. M. steamer Kiangyung.

* * *

The new Mexican Minister presented his credentials at Peking, Friday.

* * *

At a Peking cabinet meeting a resolution was passed for the appropriation of $20,000 for the entertainment expenses in honor of General Joffre, expected in China in December next.

* * *

Chang I-peng has proposed to the Ministry of Foreign Affairs and the Ministry of Communications that a English News Service be established for the transmission by cable of news on Chinese affairs to foreign countries.

* * *

Huang Yung-liang, Chinese Minister to Austria, reports that for the sake of economy, the Austrian Government prefers not to send any minister to China and has suggested that negotiations for the resumption of treaty relations be taken up at Vienna.

* * *

Wang Chi-tseng, Chinese Minister to Mexico, reports that the clause of extraterritoriality will be omitted in the new treaty with China.

* * *

The Ministry of Foreign Affairs has wired to the Chinese Ministers in Europe and America asking for a report on the official attitude of Western nations with regard to Japan's offer of the restoration of Tsingtao.

* * *

The Cathedral School will reopen for the Michaelmas term on Monday morning at 9 o'clock.

* * *

The monthly meeting of the Normad Oasis will be held at the Columbia Country Club on Monday afternoon at 6:30 o'clock.

* * *

Shareholders of the Senawang Rubber Estates Co. (1921), Ltd., will hold an extraordinary general meeting on Tuesday afternoon at 4 o'clock.

* * *

There will be an inter-port clay pigeon shoot between Shanghai and Tientsin on Wednesday afternoon at 4:30 o'clock.

Captain Fenwick Killed At Hangchow

Capt. P. Fenwick, who has long been a prominent figure in China coast shipping circles, fell from a moving train at Hangchow on Friday and suffered injuries from which he died, according to reports that reached Shanghai yesterday. At the time of the accident Captain Fenwick was on his way to Mokanshan to meet Mrs. Fenwick who was returning to Shanghai after spending the summer at the Fenwick summer home.

Details concerning the accident have not been received, but it is stated that Captain Fenwick was alighting from the train while it was still moving when he was thrown heavily to the ground.

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After years of patient investigation the proprietors of 'GERMOL' who are Hair Specialists—discovered germicides which quickly kill the germs of Dandruff and Scalp Diseases which are the direct cause of thin, straggling, lifeless and sheenless hair. These germs are the cause of baldness, and premature greying. A few applications of 'GERMOL' will make a wonderful difference to the appearance of the hair. Its feeding and stimulating properties promote a rich growth of new hair, restoring the natural waves or curls, and giving one that youthful appearance, which is a characteristic of perfectly healthy hair.

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Anchovy Paste	Bradanter Sardellen
Antipasto "Curtisola"	French Anchovies in Oil
Antipasto "Fiume"	Mackerel in Oil
Antipasto "Scalo"	Norwegian Fishballs
Black Olives	Pickled Eels
Game Paste	Pickled Herrings
Gherkins and Pickles, Sweet and Sour	Rolmopse
	Soused Norwegian Mackerel
Italian Salami	Spanish Anchovies in Salt
Jellied Game with Truffles	Tuna in Olive Oil
Liver Paste	Artichoke Bottoms
Pate de Foie Gras	Asparagus Argentouil
Poultry Paste	Brussels Sprouts
Queen Olives, plain and stuffed	Canned Fruits
Ripe California Olives	French Prunes
Tartine au Foie Gras	

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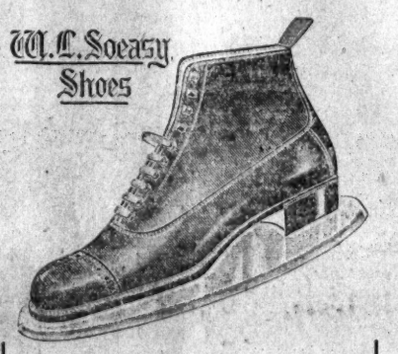
PRICE $15.50
Gent's Rich Tan Willow Calf Blucher Oxford

STYLE No. 178
PRICE $17.50
Gent's Stout Box Calf Brogue Oxfords. Double Soles Square Seated Heels.

STYLE No. 158
PRICE $18.50
Gent's Tan Grain Brogue Oxfords Double Soles. Square Seated Heels.

STYLE No. 159
PRICE $16.50
Gent's Dark Tan Calf Oxford. Neolin Soles

STYLE No. 168
PRICE $16.50
Gent's Tan Willow Calf Balmoral Whole Goloshed.



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STYLE No. 185
PRICE $18.50
Gent's Patent Colt, Whole Goloshed Balmoral Kid Leg.

STYLE No. 173
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Gent's Colt Patent Oxfords.

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PRICE $15.50
Gent's Rich Tan Willow Calf Oxford.

STYLE No. 170
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STYLE No. 184
Price $14.50
Gent's Black Box Calf Blucher Oxford

STYLE No. 169
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Gent's Black Real Glace Kid Blucher Oxford.

STYLE No. 181
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STYLE No. 172
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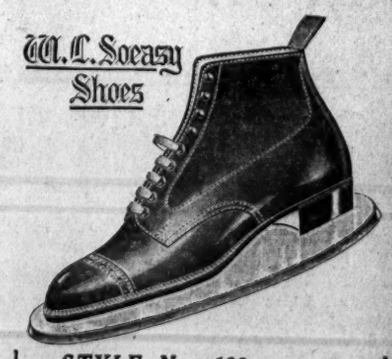

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TERMS CASH

"WAYLOO CORNER"

NANKING ROAD —— SZECHUEN ROAD

NO CREDIT

China's Case At The Conference

(Continued from Page 1)

Shantung Issue will not be settled and Japan will retain the key to the closed door.

The Chinese people do not want direct negotiation. The honest Chinese diplomat will not be fooled by an independent policy of Japan's War Office which is a repetition of previous failures to coincide with the public announcements of the Foreign Office and assurances of Japan's well-paid press agents.

The Chinese people want the issue settled for they fear Japan's prolonged occupation of Shantung with the examples of Korea, Manchuria and Siberia before them. The world demands a solution of the problem for Shantung offers Japan opportunity to attack a people for inferior from a military standpoint and thus the peace of the Far East is endangered.

So that Shantung should be discussed in Washington and it should be settled easily and speedily if Japan will co-operate.

SIMILAR TO SHANGHAI

The status of Tsingtao is not a difficult issue to decide. Tsingtao should be returned to China for that act will restore China's "face." But China should immediately declare that Tsingtao shall be an international port where Chinese will have equal opportunity and power with Japan, and Japan will not be able to retain her intricate machinery for the protection of economic ambitions of her nationals and military aims of her war office.

The international settlement should be similar to that of Shanghai except that the council of nine should include three Chinese, three Japanese and three foreigners.

The passing tourist or the old hand who has been in China these forty years will not suggest that China shall be given Tsingtao to govern outright for it is a Western City, planned and built for Westerners and therefore hardly susceptible to a government such as prevails in Pootung, Chapei, Tehchow or any other typical Chinese city.

As an international city, its wharves, warehouses, harbor and harbor lights should be governed by this municipal council. Chinese under Japanese and foreign supervision should be employed in these municipal holdings. If Japan is sincere in her statement that all firms are treated alike, regardless of nationality, she will not be adverse to removing causes of suspicion or machinery for execution, be they used or not.

This international municipality must take over and operate all public utilities such as the waterworks, electric light and power plant, the slaughter house and telephone system, all now controlled by the Military Government. (1)

CUSTOMS AND LANDS

Surely the Chinese Maritime Customs must administer the customs at Tsingtao and the staff, now entirely Japanese, should be appointed, without regard to nationality, by the proper official at Peking, as is the case with every other branch of the Chinese Maritime Customs. There is no reason for a discontinuance of the payment to the municipality, presuming that it is international, of the 20 percent net import duty.

The Municipal Council should receive revenue from fiscal lands and close international supervision should be exercised over further alienation of these lands.

The free port area of Tsingtao should be maintained and exemptions from duty should be granted, as at present, on articles manufactured in Tsingtao for export and on machinery or industrial supplies imported for use in the international settlement of Tsingtao.

The Chinese Postal Service should be extended to Tsingtao. The present Japanese military post office system is both inadequate and inefficient. Letters are often subject to avoidable delays. On several occasions foreigners in Tsingtao have been requested by Japanese postal authorities to identify letters addressed to residents of the city, many of them having been in the postoffice extended periods. These letters were correctly addressed but ignorance of English by the Japanese employes delayed their delivery.

Not only foreign business men protest an arrangement that allows a letter from Tsingtao to reach Shanghai on the following day and yet demands that a letter from Shanghai be delivered at Tsingtao on the third day.

ACTIVE IN TSINAN

It might be added here that the Japanese post office at Tsinanfu, nearly 400 kilometers from the sea, has increased its business so much that this summer saw the building enlarged and facilities for handling mail increased about fifty percent.

No other foreign power maintains a postoffice in this Chinese city which has watched the erection, on land secured when Japan took over property held by the Shantung Railway, a Japanese barracks capable of housing a battalion, the Manchurian mill, a large block of buildings East of the Stein's Hotel and a powerful wireless station. (2)

Since 1915, 31 Japanese institutions or business houses have secured thirty-year leases for 323.83 mow of land in Tsinan. (3)

While in Peking I asked the Minister for Japan: "Under what agreement or arrangement was the Government of Japan allowed to erect barracks and a wireless station at Tsinan?" The question was not answered.

Tsinan is the western terminus of the Shantung Railway which runs to Tsingtao, and is now owned and operated by the Imperial Government of Japan and guarded by her troops. The future status of this railway will determine whether or not Japan is to retain her present privilege of economically dominating Shantung Province. It will decide whether Shantung is to follow in the footsteps of Manchuria.

The political and economic influence exerted by unification of Japanese interests and their management under a government instrumentality can best be seen where the South Manchuria Railway operates. From Dairen to Changchun it cuts a province of China which is rich in minerals and is one of the largest producers of soya bean in the world. From a military strategical standpoint, it is important to Japan as the railway also runs through Korea, from Mukden to Fusan, just across the strait from Shimonoseki.

UNION OF INTERESTS

"In no other country in the world, not even in Germany before the war, are large commercial interests so closely taken under governmental control and aided by subsidies from the public treasury and granted other preferential rights, as is the case of Japan. And especially is this true of the railway and other interests, nominally private in character, which the Japanese have obtained in China, for here the political and economic interests of Japan are so closely united as to be treated as inseparable," writes W. W. Willoughby in discussing the South Manchuria Railway. (4)

The Japanese Government owns four-fifths of the stock in this corporation and exercises the control and direction of the railway and mines.

Today the Japanese Government owns outright the Shantung Railway and the mines of Shantung. It proposes that both be turned over to a Sino-Japanese corporation. China must insist that she has an equal share with Japan and that Japanese stockholders and not "straw men installed by the Imperial Government represent the Japanese interest. China must have equal power in decisions affecting the administration and operation. The world must insist that the Chinese shareholders are not servants of Japan.

There can be no question of Japan's Government controlling the Shantung Railway if Japan is true to her support of John Hay's open door policy. The Japanese cannot insist that this railway, as is the case now, be closely linked with the wharves and warehouses, thereby duplicating the elaborate and effective machinery seen on the wharves at Dairen, where there is opportunity for discrimination against other than Japanese interests.

The railway must be managed on an economic rather than on a military and political basis and should be fitted into any approved scheme for the unification of other railways in China. It must offer foreign shippers the same facilities as those accorded Japanese. It must be operated so that foreign firms need not hire Japanese in order to secure cars.

The railway must be owned and operated by a bona-fide corporation of private individuals, if Japan is sincere and has not military ambitions and desires to open the door.

Similar disposal should be made of the coal and iron mines, now under the Railway. I was told that there are no longer purely Chinese companies operating mines in the railway zone because if they wish to secure cars for transportation of minerals they must employ Japanese for this purpose. For several months a year ago coal and iron ore destined for Japan for use by the Government constituted nearly one half the tonnage freighted by the Shantung Railway.

The Shantung Railway must be guarded by Chinese soldiers. Japanese troops have no right on Chinese soil, their barracks at Kaomi, Fangtsze and Tsinan should be destroyed or turned over to the Chinese Railway Guard. Since 1915 we have heard of Japan's promise to withdraw her soldiers as soon as the Chinese guard is recruited but the Japanese soldiers are still on duty and now Japan is to insist that the guard to replace her troops is to be trained and officered by Japanese. For a nation which desires to be trusted, Japan takes all the necessary precautions for her interests, to say the least.

Washington offers Japan the opportunity she rejected at Versailles and the Shantung Issue will again arise to settle the world's doubts as to whether Japan in Asia is to follow the footsteps of Germany in Europe. Her stand on Shantung at Versailles was condemned throughout the world. It made the obscure city of Tsingtao a byword in every spot on the globe where newspapers are published.

Her proposals to China on the eve of the conference give no encouragement to China or the world. China must lay the Shantung case before the world in the hopes that justice will be done.

It is altogether fitting and proper that Washington is to be the seat of the Conference. For it was in 1854 that Commodore Perry entered Yedo Bay with ten ships, "amazing ships propelled by steam, and equipped with big guns, and he made proposals for trade and intercourse that the Japanese had no power to resist. He landed with a guard of 500 men to sign the treaty," (5) finally ratified in 1865 when Japan was opened to the world.

Japan in November will not be confronted by guns. But she will be faced by a public opinion governed by men who once took political things lightly but since the Great War think very deeply about them. A sincere Japan at Washington will be the first step toward peace in the Far East. Peace in the Far East offers Japan, America and Britain opportunity to disarm.

(1) The United States Army in the Philippine Islands has been supplied for several years with Shantung beef, killed and dressed in the well equipped and efficiently operated municipal slaughter house at Tsingtao. Beef is now shipped from Australia to Manila.

(2) This wireless station is on Shantung Railway Land, as stated, and is within 100 yards of the Tientsin-Pukow Railway station, across the street.

Of the 25 wireless stations in China, Japan controls 12. China controls eight. France has three, one in the French Concession at Shanghai, one at Yunnanfu and one at Kwangchow-wan in the Kwantung Leased Territory. Britain has a station at Kashgar, Sinkiang, and America has a station at the U.S. Marine Legation Guard, Peking.

(3) The following list of holdings by Japanese shows how they have acquired property in Tsinan. Nearly all of these have been granted by the Chinese authorities since 1915. Any foreigner may secure land on 30 years' lease as Tsinan has been an open port since 1904.

	mow
1. The Japanese Club.	7.00
* "	7.86
* "	7.00
* "	7.06
2. The Firm of Shan Ch'uan	4.00
3. Ling Mu Yu Er Lang	15.32
4. The Firm of Ch'ing Hsi	5.00
5. Japanese San Leng Commercial Stock Co.	2.00
* "	12.30
6. Chung Ching Kuo T'ai Lang	1.00
* "	1.00
* "	3.00
7. The Manchurian Milling Company	3.00
8. Chung Ching Kuo Tai Lang Stock Co.	3.00
9. The Ling Mu Japanese Emporium	1.01
* "	3.30
10. The Japanese Railway Administration	10.00
11. The Firm of Shui Hsi Shih Lang	10.00
12. Tsinan Japanese Public Office	4.39
13. The Ch'ing Hsi Firm	5.00
* "	10.00
14. Japanese Asiatic Egg Powder Co.	8.90
* "	1.10
* "	1.00
* "	10.00
15. Yen T'ien Hsiung Yeh Lang	5.00
16. The Firm of Chieh Ch'ing	10.60
17. The Japanese Firm of San Ching	5.00
* "	3.00
18. Firm of T'ang Ch'ien Hsiao Lin Nai	2.00
19. The Wen Ming Co.	.50
20. The Japanese T'ai Li Guild	4.60
21. The Shih Chiang Factory	4.18
22. The Club of Japanese Emigrants	5.89
23. Japanese Bank of Chosen	.65
* "	5.00
24. Ch'uen Yen Chu Mu	10.28
25. Japanese Big Store Co.	12.80
26. Shih Ch'i Sheng Er.	1.30
27. I T'ang Commercial Stock Co.	10.00
28. Japanese Chi Shen I	7.00
29. The Tsinan Hospital (Japanese)	80.00
30. The Yokohama Specie Bank	3.19
31. The Japanese Public Schools	10.00
	323.83

*A * indicates that the firm whose number follows by a * or ** has land at several places in the Settlement.*

(4) "Foreign Rights and Interests in China," by Westel W. Willoughby. Page 364.

(5) "Outline of History", by H. G. Wells. Volume 2, page 466.

Chinese Mutiny Is Quelled By Troops

(Reuter's Service)

Madrid, Sept. 9.—Reports from Vigo state that the crew of a Chinese steamer, the name of which is given as Wallowa, mutinied against their Captain. Spanish naval assistance was sought and the crew arrested.

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ETC., ETC.

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HANGCHOW BORE EXCURSIONS WILL START ON SUNDAY

Announcement Of Time Tables For Two Days Issued By Railway Administration

Announcement is being issued by the Shanghai-Hangchow-Ningpo Railway that special excursions will be held next Sunday and Monday for the celebrated Hangchow Bore as the famous tidal phenomenon will attain its greatest height on those dates. The time tables of trains for the two days are given as follows:

LEAVING SHANGHAI	18th a.m.	19th a.m.
Shanghai North	5:45	6:10
Jessfield	6:00	6:25
Siccawei	6:06	6:31
Hsiachiao	8:40	9:05
RETURN TO SHANGHAI	**18th p.m.**	**19th p.m.**
Hsiachiao	4:35	5:35
Siccawei	7:19	8:22
Jessfield	7:26	8:29
Shanghai North	7:45	8:45

Hsiachiao is the nearest station to Haining at which place the bore can best be seen.

Native boats reserved by the Railway Administration will convey passengers from Hsiachiao to Haining and may be taken for the return trip as desired. Each boat will be labelled with the number of passengers it is booked to carry, and no boat will be allowed to leave either landing stage without the requisite number of passengers.

Passengers are warned that the boat trip between Hsiachiao and Haining takes about two hours and after the boat arrives at the East Gate of Haining, it only takes five minutes walk to the Railway Enclosure and the returning boat leaves Haining at 2 o'clock and 3 o'clock p.m. on the 18th and the 19th.

Excursion tickets are on sale only at the booking office of Shanghai North Station at a uniform rate of $7.00 each, but ticket holders are allowed to board the train either at Siccawei or Jessfield stations if so desired. These tickets are available only for the date specified on the ticket booked.

Breakfast at $0.75, tea $0.25 and dinner $1.50 will be served on the train, and a cold tiffin at 1.00 in the Railway Enclosure at Haining.

Tickets for the above meals can be obtained from the Booking Office, Shanghai North Station.

U.S. POST OFFICE HAS STAMP SALE; COLLECTORS BUSY

Surcharge Issue Withdrawn Nine Months Ago Again Being Offered

Sale of the American surcharged postage stamps for Shanghai which were withdrawn from sale nine months ago, was resumed at the American Post Office yesterday. It was announced by Mr. E. H. Everett, Postmaster, that the sale of the stamps will continue until 10 o'clock tomorrow morning or longer if the present rate of exchange remains unchanged. If it drops a fraction under the rate quoted on Saturday the stamps again will be withdrawn from sale.

That the surcharged stamps have been in great demand was demonstrated yesterday as there was a rush to obtain them, despite the rain. This issue of stamps has attracted the sharp interest of philatelists and in this connection it may be said that while a complete set of the surcharged stamps may be obtained at the American Post Office here for $5.74 Mex. they have been selling recently in New York at a rate of Gold $10 per set and in London at £3. The American Post Office here is the only distributing office in the world where the stamps may be obtained.

Delegates Meet In Friendly Way Over Reparations

(Reuter's Service)

London, Sept. 9.—At the conclusion of two meetings between M. Doumer (French Minister of Finance) and Sir R. Horne (Chancellor of the Exechequer) a Treasury communique has been issued, stating that the questions arising out of the partition of the first German reparation payment were reviewed by them in a spirit of complete friendliness. The issues raised will be further considered with the other Allies.

Decision In Grand Trunk Case To Go To Privy Council

(Reuter's Service)

Toronto, September 9.—An appeal will be taken to the Judicial Committee of the Privy Council against the majority award of the Grand Trunk arbitrators.

France To Lop Off Some Of Civil List

(Reuter's Service)

London, Sept 9.—The swollen character of the roll of civil service employes in England, against which there has recently been an outcry, finds a counterpart in France, where there were 20 percent more State workers on January 1, than there were before the war.

Reuter's Paris correspondent states it is now proposed to cut down the total by 22½ percent in 1922 as compared with 1921, leaving 600,000 employes, and thus save frs. 287,000,000.

Norway To Make Reprisals Upon Portugal's Trade

(Reuter's Service)

London, Sept. 9.—The recent action of the Portuguese Government in increasing the maximum duties and taxes fivefold on Norwegian ships using Portuguese harbors has evoked reprisals. Reuter's correspondent in Christiania telegraphs that the Customs Department has ordered the application of maximum tariff rates on commodities despatched from Portugal and Portuguese possessions after yesterday's date.

Vessels Held Out Of Agreement Made With Gt. Britain

(Reuter's Service)

Washington, Sept. 10.—The International Mercantile Marine Corporation has submitted to the Shipping Board a supplementary agreement with the British Government whereby vessels operated by the Corporation under the American flag shall be deemed unaffected by the original agreement with Great Britain.

Bandit Hanano Is Taken In Palestine

(Reuter's Service)

Paris, Sept. 8.—According to advices from Palestine, the British authorities there have arrested the notorious chieftain Hanano, who is charged with harassing transports and robbing mails in the districts of Cilicia which are occupied by the French.

American School To Hold 'At Home'

Invitations have been issued for an 'at home' of the American School staff, to be held on Tuesday, September 20, from 4 o'clock to 7 at 172 A North Szechuen Road. The reception is for new members of the staff, Mrs. Campbell, the Misses Austin, Hart, Reynolds, Mead, Mendenhall, Harris and Messrs. Miller and Van Hook.

Orientals Barred By Canadian Court

(Reuter's Service)

Vancouver, September 8.—In the Supreme Court, Mr. Justice Murphy has granted an injunction restraining the Government of British Columbia from forbidding holders of timber licences to employ Japanese or Chinese labor. The injunction remains effective until the Supreme Court has decided on the question of the constitutionality of the Oriental Validation Act.

BERLIN BOURSE CLOSED DUE TO EXCHANGE FALL

(Reuter's Service)

Berlin, September 9.—In consequence of the recent wild speculation, due to the depreciation in the mark, the Bourse has been closed till Monday, and the future hours of opening will be restricted. The official price of exchange on London yesterday was 362 marks to the pound, as compared with 348 on Wednesday, but subsequently the pound went to 389. There was simultaneously a great rise in industrial shares. A similar position exists on the Hamburg, Frankfurt and other exchanges.

You are LUCKY to know them

Traffic Cases Heard By U.S. Commissioner

One Charge Is Continued, Two Discharged And One Fine Of $50 Imposed

Four charges of violations of traffic regulations were called for hearing yesterday in the court of U. S. Commissioner F. J. Schuhl and in one of these in which Mr. L. Moody, General Manager of the Shanghai Taxi Company was defendant, a fine of $50 was imposed.

Mr. Moody was summoned on complaint made by the Settlement police who charged that six cars operated by the Shanghai Taxi Company had been left parked in Taku Road causing an obstruction. The charge that the cars had been left in the roadway was admitted, but it was urged by Mr. Moody that Taku Road is used but little and that no real obstruction was caused. The fine was then imposed.

Mr. A. C. Davis of the China Investment Company and Mr. V. E. Scott of the Asia Banking Corporation were both charged with having left their cars for some time on Nanking Road near the American Club on September 1. Mr. Davis pleaded that he did not know that this was a violation of traffic regulations and Mr. Scott asserted that he did not believe his car was in Nanking Road at the time specified. Both cases were dismissed with a warning from the Commissioner.

In connection with a charge of violating traffic regulations in the French Concession against Mr. Philip Giovannini, of the H. S. Honigsberg Company, Mr. Mark Henna appeared for the defendant and upon his request for a continuance of the hearing it was postponed until Monday at 2 o'clock..

LARCENY CASE POSTPONED

Henry Meighan entered a plea of not guilty to a charge of grand larceny in the court of U. S. Commissioner Schuhl yesterday. He asked counsel be appointed to defend him. Commissioner Schuhl named Mr. M. L. Heen and set the case for 2 o'clock tomorrow afternoon. The defendant was arrested on complaint made by Miss Talss Tolin, a Russian, who asserted that he had stolen a diamond ring valued at $900.

MEERUT GRAIN SHOPS STRIPPED BY RIOTING MOB

(Reuter's Service)

Allahabad, Sept. 9.—It is reported from Meerut that serious rioting, marked by wholesale looting of grain shops, has occurred in broad daylight in the bazaar. In the course of two hours the entire stocks were removed by hand and cars. Similar outbreaks occurred at the corn mills, where the losses are estimated at 400,000 rupees.

The trouble started after two grain merchants had been arrested on a charge of alleged swindling a purchaser. This aggravated the great hatred against the merchants, due to the present shortage of grain. Several of the crowd were arrested later.

Sweden Bars Out Spirits But Lets In Wine And Beer

(Reuter's Service)

Christiania, Sept. 9.—The Odelsting has passed, by 52 votes to 41, a Prohibition Bill, forbidding the importation of spirituous liquors and wines containing over 14 percent of alcohol.

DRINK IS MONOPOLY

Christiania, Sept. 9.—The Odelsting has adopted a bill creating Government monopoly of the wine and beer trade.

The Government has introduced a bill into the Odelsting quadrupling the minimum customs rates against foreign countries, and treating Norway less favorably than other countries, and fixing the duties on commodities now free on a basis of half the value of such commodities.

COMMUNITY CHURCH

"Our Message and Mission to the Shanghai Community" is to be the subject of an address that will be given by Dr. Luther Freeman pastor of the Community Church at the services that will be held at 5 o'clock this afternoon at the Masonic Temple, No. 30 The Bund Special music will be provided at the services.

FRANCS-STERLING RATE

French Wireless through Reuter

Paris, Sept. 9.—The Paris-London cross-rate was quoted to-day at £1=frs. 49.40½.

SAINT-SAENS GEM RESCUED BY LISZT

Famous French Composer Pays Debt Of Gratitude To German Artist

Paris, August 6.—Were it not for the personal encouragement of Liszt at Weimar fifty-three years ago and the subsequent acceptance of "Samson et Delila" by German critics as one of the great operas, Saint-Saens's masterpiece never would have advanced beyond the form of a two part oratorio. This surprising admission is made by Saint-Saens himself in a letter to a friend just published, in which the composer complains in unmistakable terms of the coldness with which the French audiences received the work.

"The oratorio was the only form of such music then favored in France," he wrote, "but an amateur poet, Fernand Lemaire, suggested writing an opera. The biblical opera idea astounded everybody, but we set to work. Although the prelude had been arranged for an oratorio, I succeeded in writing three roles from a single note of orchestration, for the purpose of trying them out on a few personal friends.

"The result—no single comfiment, not even of politeness, and for many years only the second act was sung as a chimerical project. But one day in Germany I met Liszt, who then was all powerful at Weimar. 'Finish it,' he said, 'and I'll play it here.' But the war intervened, and it wasn't until 1873 that "Samson et Delila" appeared there with enormous success.

"Berlin did not approve, but Hamburg sang 'Samson' nightly. It required ten years for even Rouen to decide to attempt it, and several years later it was decided to produce the opera in Paris."

Saint-Saens is now gray, but is energetically working on a new opera, the details of which are guarded with the greatest secrecy. When it is completed he will devote the remainder of his life to a historical review of French music.

That Awful Backache Banished as if by Magic

At last a remedy has been discovered that gives almost immediate relief in the painful forms of kidney trouble, and effects a certain cure in practically all cases of rheumatism, gout, sciatica, lumbago, stone, gravel, and even the terrible Bright's Disease. This remedy—De Witt's Kidney and Bladder Pills—dissolving in the stomach forms an antiseptic solution which washes out the kidneys and bladder, and restores them to their healthy normal activity in passing the impurities from the blood out of the body. These impurities, in the form of uric acid, if allowed to accumulate in the blood, cause rheumatic and dropsical pains, backache, constipation, weakness, and depression—all of which symptoms lead on in time to the more sever and deadly forms of kidney disease.

HERE ARE SOME WARNINGS YOU SHOULD NEVER NEGLECT—

Headaches, bad breath, and nasty taste in the mouth first thing in the morning—tired, nervous weakness and irritability, swollen feet and limbs—rheumatic pains and stiffness of joints—backache, irregular action of bowels or bladder—urinary weakness, irritation or scalding, burning discomfort. Any of these symptoms mean kidney and bladder trouble.

DO YOU REALISE YOUR DANGER?

These symptoms may mean incessant tortures of rheumatism—wearing out, stabbing backache (lumbago), Gout that cripples and deforms. Bladder inflammation or gravel that cause such excruciating pain, or the deadly Bright's Disease.

TREAT THESE WARNING SYMPTOMS NOW.

There is one remedy whose honest merit the experience of thousands of kidney sufferers has proved—a remedy that is harmless and safe for old and young alike—that hardly ever fails to cure completely and to cure permanently—

DE WITT'S KIDNEY AND BLADDER PILLS.

This is not a feeble quack remedy; it professes to do nothing that is not amply proved in 99 cases out of a 100. Many so-called "Kidney Pills" merely regulate the bowels. De Witt's go straight to the root of the trouble—the kidneys and bladder. Relief from pain is positively guaranteed within 24 hours of taking De Witt's Kidney and Bladder Pills, and a blue tinge in the urine caused by one of the antiseptic ingredients proves to you, for your own satisfaction, that the healing properties have actually passed right through the kidneys and bladder.

Mrs. Wykes, of 23, Victoria-street, Nuneaton, said in 1913:—"For over eleven years I suffered with terrible kidney trouble and most acute backache pains. At various times through this long period of suffering I have been in a very bad condition, pains striking me across the back and loins. To stoop was torture, and every action was a trouble. It was just as if a vice had got hold of me and was screwing me up. I tried many remedies; first one and then another recommending me to different things, but nothing seemed to touch my case. During the early part of 1913 I heard of De Witt's Kidney and Bladder Pills, and determined to give them a trial. I am thankful I did, because I seemed to gain relief after the very first dose. I got another 2s. 9d. box from Mr. Baker's shop in Abbey-street, and felt much better. I got brighter and more active, and in fact felt a different woman. I intended to make a good cure of my case, seeing that I was getting so much relief, and I am pleased to say that I have done so, because for the last twelve months I have been absolutely clear of my old complaint and have not had the slightest trace of any kind of backache."

Mrs. WYKES, (from Photo).

Nearly three years afterwards—April, 1916—Mrs. Wykes said:—"De Witt's Kidney and Bladder Pills did me permanent good, there is not the slightest doubt about that; I always recommend them with a strong feeling a gratitude for what they have done for me."

With this splendid testimony in mind, can you continue to suffer without giving De Witt's Kidney and Bladder Pills a trial? For rheumatism, gout, lumbago, sciatica, bladder pains and inflammation, stone, and Bright's Disease they are absolutely unrivalled. They never fail to give relief. Within 24 hours the relief from pain and a certain blue tinge in the urine show that they have passed right through the kidneys and commenced their work.

Many women, with all the strain of housework and motherhood, suffer pains and weaknesses that make depressed and irritable, and yet are content to go on suffering until the weakness has gone too far, when they pay for their neglect with the tortures of a deadly disease.

Those dark circles under the eyes, bad breath and nasty taste in the mouth, weary, stabbing, dragging-down backache pains, headaches, swollen and rheumatic limbs are the warnings of deadly kidney complaints. Do you know that Bright's Disease causes thousands of deaths every year?

Delays are dangerous. As soon as the first symptoms begin to show themselves you should treat them, with a remedy that has cured thousands of chronic cases, the remedy that thousands of people are taking to-day, the only proof cure for kidney trouble—De Witt's Kidney and Bladder Pills. These are the words of Mrs. Briggs, of 2, Park-lane, Hayes, End, Middlesex:—"I owe my life to De Witt's Kidney and Bladder Pills; they made me a new woman."—Mrs. Briggs says that after a severe chill her kidneys became inflamed.

De Witt's KIDNEY & BLADDER Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., 44-45, Rathbone-place, London, W.1, England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.

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'WHY I BECAME SOCIALIST,' TOLD BY MRS. BLATCH

'Ouster of Socialist Legislators Made My Revolutionary Blood Rise'

'FREE SPEECH IS DENIED'

Explains She Quit Mitchel's 'Insincere' Gary Committee

New York, July 17.—Mrs. Harriot Stanton Blach, noted suffrage leader, descendant from old Revolutionary stock, socially prominent and independently wealthy, has been nominated for Comptroller of New York City by the Socialist party.

This news has aroused widespread interest, not only in New York, but throughout the entire country. For the name of this distinguished woman is known the length and breadth of the land. Her valiant work and leadership in the long struggle to enfranchise her sex have won her a place among the immortals in the suffrage movement. Even her most intimate friends were not aware that she had embraced Socialism until the greatest political surprise in many years was sprung at the convention which nominated her. Then for the first time, her new affiliation became public.

MANY PLEDGE VOTES

Since her nomination Mrs. Blatch has been deluged with letters and telegrams from all parts of the country. Most of them were congratulatory messages from prominent Socialists, women who had followed her through her memorable suffrage campaigns and Democratic and Republican admirers.

Others were caustic criticisms from persons in all walks of life deploring the step she had taken in allying herself with the Socialist cause. Promises of support came from men and women who frankly declared they never before dreamed of casting a vote for a Socialist, but would do so next November.

There were others from suffragettes of the conservative wings of the various political organisations of women. They told her they just could not possibly think of voting for her on a Socialist ticket.

In a beautiful sequestered spot in the picturesque valley of Fairfield County, Conn., Mrs. Blatch has been in seclusion since last May, completing the revision of two volumes she has prepared on the life of her illustrious mother entitled, "Elizabeth Cady Stanton as Revealed in Her Reminiscences Letters and Dairy." It was there that the news of her nomination was brought to her by a New York American reporter.

WHY SHE IS A SOCIALIST

When she had recovered from her surprise, she said:

"I never had the faintest idea the Socialist party contemplated honoring me with a place on the ticket. I was never consulted but I will gladly accept and make the greatest fight of my life.

"Why did I become a Socialist. The Democratic and Republican tricksters at Albany made me on the day they staged that terrible travesty at Albany, a year ago last Winter, when they ousted the Socialist members from the Legislature.

"I pride myself on being a 100 percent American for none of my ancestors came to this country after 1645. And my old Revolutionary blood rose up in me when I saw the Socialists denied the right of free speech and representative government. That was what my ancestors fought and died for. It was that despicable work at Albany that made a Socialist of me, although I had always agreed with the economic principles of the party."

Mrs. Blatch, who still retains much of her girlhood beauty, has achieved fame as an orator. Standing on the vine-covered porch of the rustic farm house, she threw down the gauntlet as she said:

"IN FIGHT TO WIN"

"I'm in this fight to win—just as I went into the suffrage fight years ago. But I can hardly realise it yet that it is all true.

"My campaign is going to be a militant one, decidedly so. Suffrage won after years of hard fighting, and Socialism is going to win, too.

"If it had not been for the militant methods we used, we women still would be like humming birds waiting for the ballot. We'd be like Poe's poor raven. You'd let us sing constantly, but it was only when you felt our claws that you woke up.

"Lots of political snap and pep can be put into the Socialist movement. They are sort of apologetic, and have been too long. But I shall not be.

EDUCATION HER BIG ISSUE

"With a big rousing campaign along educational lines I believe we can win.

The education of our children is the big vital issue, and neither the Republicans nor Democrats can dodge it.

"In the face of the biggest crisis in the history of civilisation they are squabbling when they should be protecting the young for the sake of the future generations.

"I served on the Gary Committee during the Mitchel administration, and I say without any equivocation that they were not honest or sincere in saddling the city with this system of education. If there is any criticism to be aimed at the Hylan administration today for the school situation, it can be traced right back to the Mitchel regime.

"I was so disgusted with it that I resigned from the committee and washed my hands of it. The Gary system was introduced primarily to save the city money, with no thought of the future of our little ones. What a terrible crime!

CANNOT BLAME HYLAN

"Now those responsible for that condition are having committees going around visiting the schools under the Hylan administration to find fault. Yes, there is lots to be done in improving school conditions in New York City, but one need only hark back to the Gary system under the Mitchel regime to find the root of the trouble. The school report attacking the Hylan administration is dishonest from beginning to end.

"But the people of New York will hear all about it ere long. I'll give it to them straight from the shoulder. Won't it be great serving as watch dog of the city treasury? And you can bet I'll watch it for the children. Everything on earth now depends on them.

"I'm going to fight every round of my battle to see that every child gets the best possible education. The destiny of the world depends on what we do for our youngsters right here.

"I know I'll make a first rate Comptroller. Nobody need worry about my being reckless with the city's funds, but I serve notice that I surely will be extravagant in seeing to it that the little minds of the city are fittingly and properly prepared for the big battle of life. Education is the one big vital thing."

Mrs. Blatch said she would not go to New York City until she has been officially notified of her nomination by the Socialist party. She has canceled her proposed trip to Europe to start her campaign.

MADE BISHOP OF BAGDAD

(Reuter's Service)

Paris, Sept. 8.—A French Dominican monk, Father Berre, has been appointed Archbishop of Bagdad.

Rubber Paving Is Malayan Invention

(Reuter's Service)

London, Sept. 9.—The Malay States Government Agency in London is exhibiting a specimen of rubber paving block, manufactured in the Malay States, which is claimed to be non-slipping and practically noiseless. It can be manufactured at about 37s. 6d. a yard.

U.S. CAN DEPORT ALL IMMIGRANTS OVER THE QUOTA

(Reuter's Service)

New York, Sept. 9.—Judge Julian W. Mack, of the Federal Supreme Court, has given a decision upholding the authority of the Department of Immigration to deport immigrants arriving in American ports in excess of the monthly quotas of their respective nationalities, as permitted under the Immigration Restriction Act. The decision affects scores of people of various nationalities, who are awaiting deportation.

SEES CHINA AS BIG COMPETITOR OF WHITE LABOR

(Reuter's Service)

London, Sept. 9.—In an article contributed to the Pall Mall Gazette, Mr. J. Ellis Barker urges that, in view of the competition from the Continent and the Far East, British workers cannot afford to demand high wages for a totally insufficient output. He points out that India and Japan are becoming increasingly important manufacturing nations, and declares that China will soon become a formidable rival of Great Britain, especially as her industries are being rapidly developed by energetic American business men. As compared with the industrial potentialities of China those of Japan are quite insignificant, he says.

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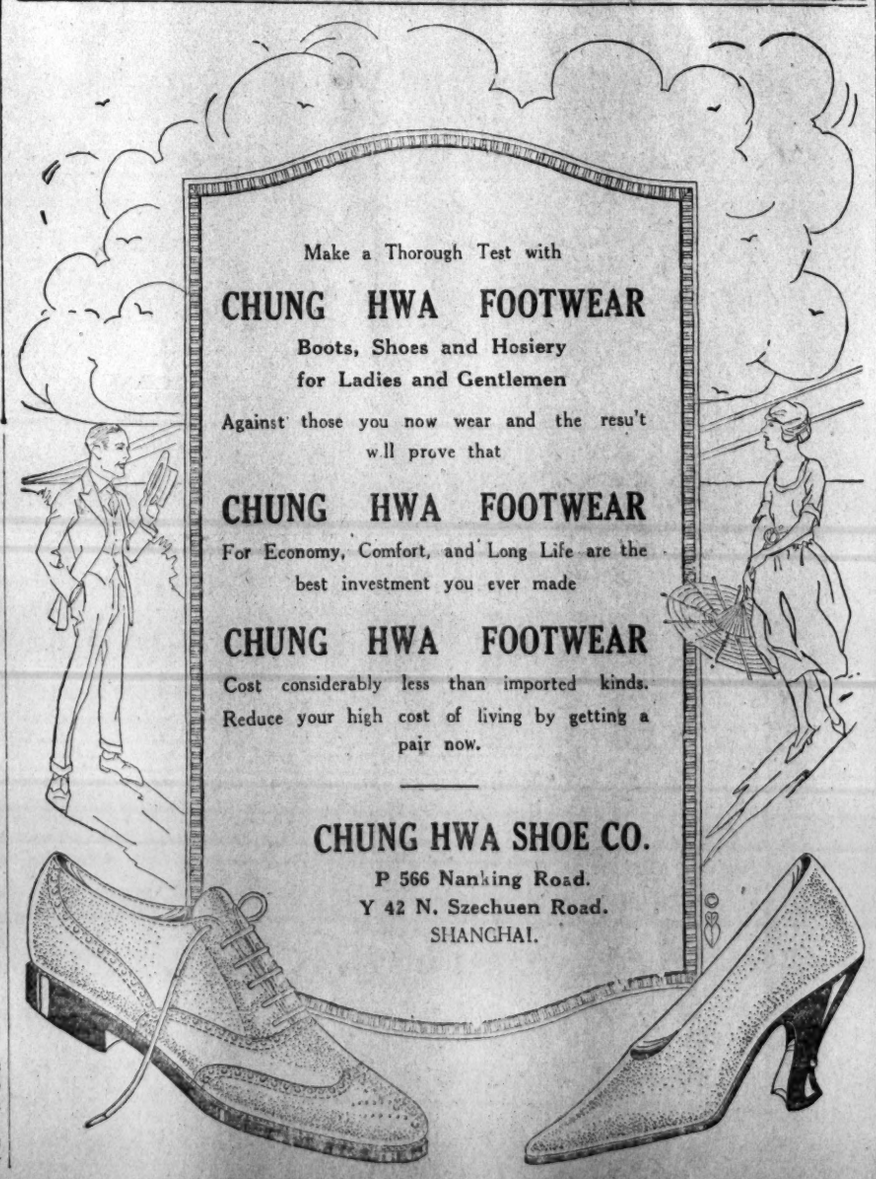
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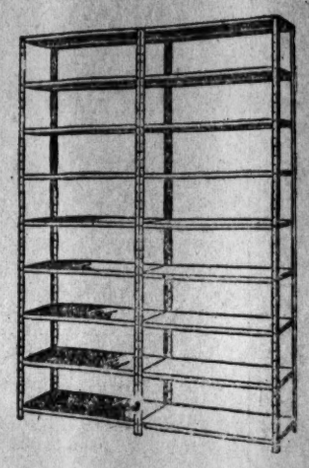

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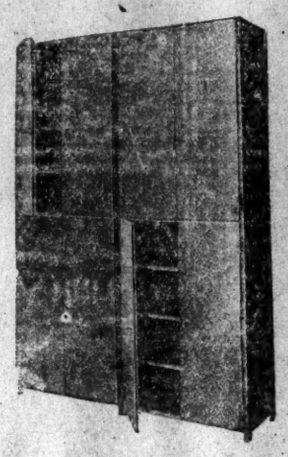

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American Woman's Club Plans Active Season

On Tuesday, October fourth, the American Woman's Club will hold the opening meeting of what promises to be one of the organisation's busiest years. The publication of the biennial and the expansion of many department activities will draw largely on the personnel of the club for service along several varied lines.

A committee to edit and supervise the issuing of the volume is to be appointed early in the club term by Mrs. F. J. Raven, and the book will probably make its appearance before the final meeting of the spring. With the high standard of the 1919-1920 volume to live up to, the publication of the new annual will make heavy demands on the organisation's talent.

The Social Service Department, of which Mrs. James McDonell is chairman, will continue to hold "At Homes" for sailors once a month at the Navy Y. M. C. A. besides supporting, as it did last year, a matron at the Foreign Women's Home. Mrs. C.F. Remer and Mrs. MacDonell represent the department on the Moral Welfare Committee. The department also intends to take a larger interest in the School for the Blind, to which it has contributed in the past.

The Literary Department, under Mrs. H. A. Wilbur, will devote the year to a study of Chinese literature and philosophy. A program committee has been at work during the summer, reading extensively, assigning topics for papers, and outlining a plan of study that will give a bird's-eye view of Chinese thought and letters.

Plans for the Mothers' Department have not yet been completed, but it is probable that the section will follow the path of last year in discussing child problems in general, with emphasis on the special needs of children in the Far East.

At the first general club meeting of the year, announcement will be made of the fall program and of the plans to be followed by the various departments. The annual directory will be published as soon as the year's programs have been listed and the complete membership roll has been secured.

The most immediate interest of the organisation is the Mahjongg party to be held next Tuesday evening at 9:00 in the Columbia Country Club for the purpose of meeting some of the club expenses. Mrs. Percy L. Bryant is in charge of the Committee of Arrangements.

Mail At U. S. Consulate

Mail matter addressed to the following in care of the American Consulate General, Shanghai, remains uncalled for on August 31, 1921:

Allen, Mrs. T. C.
Bagby, Mrs. Marguette.
Bannon, William G.
Barber, Maurice.
Barnes, Capt. P. T.
Bascom, Miss J. M. K.
Bascom, Miss K.
Bean, M. T.
Bell, Luther D.
Bpase, C. C.
Berdley, J. Claypool.
Boss, G. H.
Brown, Mrs. Laura.
Buckley, Mrs. John.
Bufano, Benvenuto.
Burnett, J. C.

Campbell, T. W.
Carroll, F. R.
Casore, Pete.
Chicago Novelties Co.
Coolidge, William G.
Corbin, Leonard.
Cullum, R. D.
Cumming, E. S.
Cutting, Heyward.

Daryn, C.
Davies, C. A.
Domitrovich, John.
Dudek, Valeria.
Dyer, Mrs. Geo. S.

Eddy, Mrs. Karoline.
Edwards, E. W.
Errickson, Paul S.

Franklin, Barney.
Fitzpatrick, J. C.

Gale, W. Holt.
Golos, Michael.
Gorman, Paul F.
Gray, Wm. N., Jr.

Hall, Henry, Jr.
Heaps, James.
Heaton, P. M.
Heery, J. M.
Hilat, John, Jr.
Hirsh, Harry W.
Hodges, J. B.
Howry, Carl G.
Hutchison, W.

Ivanoff, Mrs.

Jameson, J. P.
Jerackio.
Johnson, A.
Johnson, Mrs. B. O.

Ken, Major Wang.
Kleffler, Carl A.
Korvalchuk, Goh.
Kramer, Miss Jean M.

Laine, M. R.
Lane, Britton Lee.
Lane, Edward.
Lauderdale, Mrs. C. E.
Lee, Francis Edwin.
Lindsay, Mrs.
Loomis, B. T.
Lynch, P. C.

Malcolm, R. L.
MacFarland, E. P.
McAdams, Frank.
Marshall, Mrs. A. M.
McFarlin, B. J.
Macray, R. C.
Marshall, N. S.
Mendenhall, Miss Katherine.
Miller, Frank.
Minckler, Robert L.
Moore, Ralph H.
Mooser, George.
Moorill, Hon. Samuel.
Morse, Mr. and Mrs. Gordon.
Murdock, Pete.
Mushon, Fred. Jansa.
Myers, A. B.

Nelson, E.
Ng, Hew Tong.
Nicholson, John B.
Nicholson, M. R.
Norgaard, R. L.

Obrien, Obie.
Oliver, Reece A.
Ostermel, Max J.
Overton, Dr. John.

Pan, Jackson.
Perry, Mrs.
Phillips, Mrs. Helen.
Pohuert, Miss Martha.
Powell, Hamilton.
Pratt, Edmund A.

Reeve, Robert C.
Renshaw, Miss Addie L.
Robbins, Albert H.
Rossi, Mrs. Helen.
Roush, C. M.
Rudd, Willie E.

Sagne, Mrs. Ernest.
Sagne, Miss Katherine, N.
Schaefer, Edward J.
Seddon, John.
Sellers, C. Y.
Shamal, E.
Sharp, Renwick.
Short, Joe A.
Smith, Ed. E.
Sylvia, Mrs. Earle D.
Simon, Carroll W.

Theosophical Society.
Thompson, Miss B.
Timofeev, Michael A.
Tolson, Bert D.
Tong, Ng Hew.
Turnure, Harold R.

Wacker, G.
Walker, Winter B.
Waples, Mr. and Mrs. H. H.
Webb, Chas. H.
Weiss, Erwin I.
Westfield, Miss Beatrice.
Whipple, Roydon G.
Williams. Ada K.
Wilson, Lester L.
Wood, Junius B.
Wren, John T.

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NANKING ROAD.—SHANGHAI

Japan To Stage Costly Naval Maneuvers This Month

BY HECTOR C. BYWATER
(Author of "Sea Power in the Pacific")

During the past twelve months a number of Japanese politicians, headed by Mr. Ozaki—who was recently expelled from the Nationalist Kensei-Kai party on account of his anti-navy propaganda—have been waging a vigorous campaign for the reduction of exenditure on naval armaments. This movement is receiving so much popular support that the Imperial Government has found it expedient to enjoin strict economy on all departments of the navy.

In May last Admiral Baron Kato, the Minister of Marine, summoned all the senior officers of the fleets and naval stations to Tokio for a conference on this question. As a result of this meeting it has been decided to scrap many old ships, to reduce the number of ships in full commission and to take such other measures as will curtail expediture without reducing the fleet's readiness for war. This new policy has not been adopted a moment too soon, for even the docile Japanese masses are beginning to revolt against naval and military budgets, which between them absorb no less than 45 per cent. of the entire revenue.

On the other hand the Government has refused point blank to modify the "eight-eight" shipbuilding program, which is really responsible for the abnormal inflation of the navy estimates; nor is it willing to abandon the scheme of intensive sea training which has been in force since 1918.

THIS YEAR'S MANEUVERS

This scheme is proving very costly, because it involves the maintenance in full commission of practically all serviceable ships, the consumption of huge quantities of fuel, stores, &c., and the holding of grand maneuvers at least once a year. Hard on the heels of Admiral Kato's economy conference comes the news that this year's autumn maneuvers are being planned on an unusually large scale and will surpass in scope those of October, 1919, which were the most extensive peace exercises that the Japanese Navy had ever carried out.

Before proceeding to describe the forthcoming maneuvers, a few remarks on Japanese naval organization will not be out of place. At the present time no other navy in the world is keeping such a large proportion of its vessels in active commission. It is true that the ships of the United States Navy nominally on this footing make an imposing list, but it is common knowledge that many of them have reduced complements and would not be available for some weeks, if not months, in case of emergency.

The Japanese system is very different. Thanks to an abundant supply of officers and men and a very large boby of reserves, no difficulty is experienced in finding complete crews for every ship that retains a fraction of fighting value. On May 1, 1921, there were approximately 3,900 line officers, including engineers, who do not, strictly speaking, enjoy "line" status in the Japanese Navy. This figure is only about 1,200 less than that of the United States Navy, which has nearly three times as many ships to man. The disparity is greater in the case of enlisted men, of whom Japan now has 75,000 and is budgeting for 80,000 two years hence. In short, she has enough trained officers and men to furnish a full-size war crew to every battle-worthy ship she possesses, with a margin over to provide complements for every new vessel as it leaves the building yard. As for reservists, she has 41,000 officers and men in the first line reserve, all of whom have to put in a minimum of 100 days of training in the navy during the seven years they remain in that category.

Observers have often been puzzled by the fact that Japan keeps on her Navy List a number of old ships which have practically no fighting value left and in any other country would be deemed ripe for the junk heap. The explanation is simple: these obsolete craft are needed as training schools for the men who are later to take over the super-dreadnoughts, high speed cruisers, destroyers and submarines which will reenforce the fleet in due course. If they were scrapped thousands of officers and men would have to do their training ashore, and the Japanese hold that the sailor should learn his job afloat.

This year's maneuvers are to begin early in September and continue to the end of that month. The principal maneuver zone will be the Japan Sea, but certain of the operations will extend to the open waters of the Pacific. Ever since Rodjestvensky's armada was annihilated at Tsushima in 1905 the Sea of Japan has been a Nipponese preserve in fact no less than in name. Japanese supremacy in that area is unchallenged and unchallengable, for each of the narrow straits giving access from the Pacific is under her control and so heavily fortified that none may pass without her warrant. A glance at the map reveals the important bearing which this strategic control of the Sea of Japan exercises on Japanese policy on the mainland. With her flank thus secured Japan need fear no serious opposition to her aims in China or Siberia. The development of submarines, aircraft, torpedoes and mines has strengthened her hold on the Sea of Japan by rendering the approaches virtually impregnable to attack.

The leading role in the maneuvers has been assigned to the first and second fleets, based respectively on Yokosuka and Kure, but the third fleet, with its headquarters at Sasebo, will also take part in the program Excluding minor craft and auxiliaries, upward of forty large ships will participate, besides several destroyer and submarine flotillas and airplane squadrons. Twelve of these ships will be dreadnoughts and battle cruisers, the remainder comprising older armored ships and scout cruisers.

The First Fleet is headed by the Nagato, which, with her displacement of 33,800 tons and main battery of eight 16 inch guns, is for the time being the largest battleship in the world. She is more than 1,000 tons heavier than the United States steamship Colorado, similarly armed, and was put into commission last January as flagship of Admiral Tochinai, commanding the first fleet. A sister ship, the Mutsu, now completing at Yokosuka, is expected to begin her trials shortly, but it is improbable that she will be ready in time for the maneuvers. Other battleships in the first fleet are the Ise, Hiuga, Yamashiro and Fuso, which correspond in size and power to the United States steamship New Mexico class, and the older dreadnought Settsu, armed with 12 inch guns. This latter ship will be transferred to the third fleet when the Mutzu joins up. The six battleships are organized into divisions, each under a flag officer.

Attached to the First Fleet is a squardron of fast light cruisers—'Kuma, Tama, Oh-i and Kitami—all of 5,500 tons, a speed of 33 knots and a heavy armament of rapidfire guns. These are among the fastest cruisers afloat, and at least four others are under construction. In addition Japan has begun or authorised 13 scout cruisers of a larger and more powerful type, some of which are expected to mount 8-inch guns. The First Fleet is accompanied by two destroyer flotillas with a total of 20 boats, none more than five years old, and one flotilla of submarines, numbering 8 large boats. There is also the aircraft carrier Wakamiya, a converted transport, which is serving as a seaplane mother ship pending the completion of the Hosho, a large, fast vessel specially designed for this work.

The Second Fleet, based at Kure, is organized on similar lines, but is a faster and more mobile force. Its leading ships are the four sister battle cruisers, Kongo, Hi-Yei, Haruna and Kirshima, built in 1913-1915. Although not of the latest type these are still very formidable ships, displacing 27,500 tons and capable of steaming at 27¼ knots. Their main battery is eight 14-inch guns. The Japanese regard these vessels as the most important units of the fleet because they are the only battle cruisers in the Pacific, and in that respect will remain unique till the U. S. S. Constellation and her sisters come into service two or three years hence. Working with the Second Fleet battle cruisers are the fast scouts Tatsuta and Tenryu, of 32 knots speed, and Hirado and Yahagi, of 27 knots. The Second Fleet has its proper complement of destroyers, viz., 16 first and second class boats and a submarine flotilla, but no aircraft carrier. Several of the larger ships, however, carry small single seater scouting planes on platforms over the turrets.

The Third Fleet, which is to take part in the closing stage of the maneuvers, is numerically the largest formation. Among its armored ships are the "semi-dreadnoughts" Aki and Satsuma; the Katori and Kashima, which were detailed to convey the Crown Prince to Europe; the big armored cruisers Kurama, Ibuki and Ikoma; and three older battleships. The only modern scouts in this fleet are the Chikuma and Tone, and its torpedo craft and submarines are older than those attached to the First and Second fleets. In case of war the Third Fleet would be held in reserve as a coast defence force, though some of its best ships probably would be promoted to the first line.

COAST DEFENSE FLEET

On the eve of the maneuvers the First and Second fleets will rendezvous at Saiki Bay, in the Bungo Strait, between the islands of Kyushu and Shikoku. Here Admiral Tochinai will assume command of the whole force and take it to sea for a week of strenuous drill. The program for this opening week includes high speed steaming, tactical exercises, gunnery practice and destroyer and submarine attacks.

The second phase will begin on or about September 12, when the force will be split into two fleets—one, the strongest, representing the Japanese Battle Fleet, and the other an "enemy force" bent on breaking its way into the Sea of Japan through the Chosen and Tsushima Straits, between Japan and Corea. During this stage of the maneuvers an officer of the Naval Staff will be present on board each flagship, while Admiral Shimamura, Chief of the Naval Staff, may also embark on Admiral Tochinai's flagship to watch the proceedings.

It goes without saying that details of the problems of strategy and tactics to be worked out on this occasion are shrouded in secrecy, but the fleet movements already announced help to indicate the main idea, which is to determine whether the Japanese Navy is competent to perform the dual function of guarding the eastern (Pacific) coast from attack and simultaneously holding the approaches to the Sea of Japan against enemy invaders. Chosen and Tsushima Straits are to be heavily patrolled, for attempts will be made by submarines of the "enemy" fleet to slip through the cordon and work havoc among shipping in the Sea of Japan. Midway in the straits stand the islands of Tsushima and Iki, both of which are fortified; but on either side is a channel from 30 to 40 miles wide which it would be difficult to render submarine proof, especially as the depth of water is considerable.

In the event of war with a Power owning large submarines Japan would therefore be faced with much the same problem that confronted the British at Dover in the great war. Considering that it took four years of work to make the narrow strait between Dover and Calais inaccessible to German U-boats, the Japanese could scarcely hope to keep enemy submarines from using the wider Tsushima channel, though the presence of such craft in the Sea of Japan would be highly embarrassing to Japanese communications with the mainland.

If the precedent of 1918 and 1920 is followed the maneuvers will climate in a great action between the contending fleets and a lavish expenditure of blank cartridge. Last year, especially, there was a tremendous amount of firing, and photos taken on that occasion show the battle cruisers rushing into action at full speed and firing eight gun salvoes from their main batteries. It was during a similar sham battle in October, 1919, that the superdreadnought Hiuga had one of her 14-inch turrets blown up by a flareback, which set fire to bags of powder. The turret was hurled bodily overboard and nearly fifty casualties were caused.

At the close of the maneuvers the results are sifted and analysed by a commission of Admirals and staff officers, who award praise and censure in accordance with their findings. The work of this commission is thoroughly businesslike, and its judgments are in no way influenced by personal considerations. Efficiency is the sole standard by which officers are measured, whether their rank be high or low. The Emperor of Japan never meddles with technical matters. In this he is unlike the ex-German Kaiser, who, although innocent of practical knowledge, never hesitated to pronounce final judgment on the most complex problems of sea strategy.

MANEUVERS BREAK OFFICERS

Maneuver time is an anxious period for the fleet and squadron commanders of the Japanese Navy, whose prospects of promotion depend very largely on the verdict passed on their conduct during these exercises. More than one officer holding high command at sea has found himself politely relegated to an obscure shore billet on account of an error of judgment which he committed at maneuvers. On the other hand, there have been equally numerous cases of junior officers receiving sudden promotion as a reward for conspicuously good work. Promotion in the Japanese service is by selection, not by seniority, and this system is so consistently exercised that the average age of admirals and captains is lower than that of any other navy. Japanese officers still on the right side of 40 are found in command of the latest superdreadnoughts, and until recently the second fleet was commanded by a Vice-Admiral aged only 48.

When summing up the lessons of the Russo-Japanese war, Count Okuma, the veteran statesman and thinker, wrote: "Our victories at sea must be attributed in large measure to the youthfulness of our naval officers. Modern naval warfare is too strenuous a game for greybeards. Youth alone possesses the zeal, the initiative, the enterprise, the readiness to assume responsibility which are qualities of overwhelming importance in the naval officer. Our destroyer captains were on an average ten years younger than their Russian confreres, and much the same ratio obtained in other commands. The world saw the result. On one side the restless, bery enthusiasm of youth; with its iron will to conquer; on the other the sloth and disillusionment of middle age, aversion to activity and the pessimism that meets defeat half way. If we are wise we shall make the imperial navy of tomorrow a young man's service Let the old men stay at home to plot and plan if you like, but give the ships to the young men. That is the secret of victory."

ENTIRE FORCE OF AIRPLANES

Practically the whole of the aviation resources of the Japanese Navy are to be mobilised for the coming maneuvers. The flying corps at Yokosuka, Kure and Sasebo are expected to send a total of 80 machines, many of which will be employed in patrolling the Tsushima Strait and in anti-submarine duties.

Last year the navy machines carried out a series of attacks on the coast towns; as much, perhaps, to impress public opinion as for any other purpose. Be this as it may, the sight of big squadrons of bombing machines swooping down on the great seaports and dropping scores of indiarubber "bombs" on the most densely populated quarters was not without effect. It produced a loud outcry in the press for the immediate expansion of the flying service, and there is every reason to believe that the Government is shortly to introduce a big program of aviation both for the navy and the army.

Nor was this the only direction in which former naval maneuvres have subserved the purposes of propaganda. Prior to 1919 the Imperial Diet had resisted the Government's proposals for modernising the fortifications along the coast. In that year, however, the maneuvers were held in the vicinity of Sagami Bay, south of Tokio, and the official report stated that the coast defences had proved to be too weak to resist the approach of the "enemy" fleet.

"In these circumstances," it added, "the safety of the capital itself, to say nothing of that of other large cities on the seaboard, cannot be guaranteed unless the outlying forts are reconstructed and rearmed with modern artillery."

The hint was not wasted. Money was speedily voted for improving the coast defences and the work has gone on so rapidly that the inhabitants of Kobe and Osaka now complain of the noise and concussion produced by the firing of the new forts.

The approaches to Tokio Bay, including the islands to the south of that point, have also been armed with high powered ordnance. By degrees the whole of the Japanese coast defence will be reorganised on the latest principles. The work will cost a huge sum, but apparently a few millions more or less make very little difference in view of the formidable total which Japanese expenditure on armaments has already reached.

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EUROPE GROPING FOR REAL LEADER DECLARES BRYCE

Whole World Since The War Is 'Not Resettled By Any Real Peace'

HOPE IN CO-OPERATION

In First Institute Of Politics Address He Urges Education Of Peoples

Williamstown, Mass., July 30. —In opening the series of lectures of the Institute of Politics at Williams College this evening, Viscount Bryce asserted that the ratio of leaders decreased as the masses of people increased, and that the peaceful solution of international difficulties lay, not in conflict, but in co-operation and in "the moral progress of the men who compose the communities."

The British statesman and author is to deliver about eight lectures on the general topic, "International relations of the Old World States in their historical, political, commercial, legal and ethical aspects, including a discussion of the causes of wars and the means of averting them." He is the outstanding participant in the conferences, and the 150 educators enrolled in the courses received him with enthusiasm this evening.

"Crises arrive when some strong man is needed to embody the effort an age seems to be making," said Viscount Bryce, "but the man does not appear and that which he might have done is not achieved. Had there been no Bismarck and no Mazzini we should have seen today a very different Europe. All calculations, all predictions must leave a wide margin for the influence which the presence of some powerful personality may exert.

"The fact that the ultimate source of power resides in the people often obscures the fact that in all political action, and especially in foreign relations, the people have little knowledge and even less initiative. Broadly speaking, they are what their leaders make them.

"Under every political constitution that has ever been devised, the many are led by the few. Indeed, the larger the mass the fewer are those whom it looks to and follows; for the less the mass knows of the real facts and the really significant issues, the more it must depend on prominent individual men for guidance, and the fewer are the prominent figures that can be watched and judged.

"This is especially true of international issues, because these are least within the knowledge of the average man. He must trust some one. When one traverses after nightfall a dangerous mountain path, the man who knows the path must be followed, whatever the risks. He may miss his way; he may perhaps wish to lead you astray; but if you have no knowledge of your own it is better to follow him rather than grope in the dark among precipices.

"European peoples have been groping in the dark for the last few years, and their relations to one another during and since the war have been left to a few guides.

WORLD WITHOUT PEACE

"I purpose to begin with a short account of what international relations were in the ancient world and in our modern world down to the fateful year 1914, and then to describe concisely what those relations are at this moment in the world; shattered as they have been by a desolating war and not resettled by any real peace.

"There are two relations in which nations stand to one another, that of war and that of peace. Our present aim is, therefore, to understand what have been the causes of war and what may be the sources of peace.

"The starting point for an inquiry into the relations of communities is the nature of man—or, shall I say, man as he was in a state of nature—seeing that, although in civilised countries the individual man is under law and not in the state of nature, every political community, whether a kingdom or a republic, has been and still is in a state of nature toward every other community; that is to say, stands quite outside law, each community owning no control but its own, recognising no legal rights to other communities and owing to them no legal duties.

"An independent community is, in fact, in that very state in which savage men were before they were gathered together into communities legally organised.

"Let us try to remember, through the whole course of our inquiry into the relations of nations, two fundamental propositions.

"One is that every independent political community is, by virtue of its independence, in a state of nature toward other communities, being subject to no control except that which public opinion, or the fear of consequences that may follow from disregarding public opinion, may impose.

"The other is that the prospect of improving the relations of States and peoples to one another depends on the possibility of improving human nature itself. A sound and wide view of national interests, teaching the peoples that they would gain more by the co-operation of communities than by their conflict, may do much to better those relations; but in the last resort, the question is one of the moral progress of the individual men who compose the communities. Can human nature in the members of many civilised nations—because progress can succeed only if it goes on in a number of nations at once—be raised to and sustained at a higher moral level than it has yet attained?"

Viscount Bryce, continuing, discussed the changes wrought in European politics by Napoleon, Bismarck, Cavour, Kossuth and Mazzini.

"Mazzini was," he said, "an idealist, appealing to the highest feelings and noblest hopes of his countryman, preaching a gospel of liberty and a brotherhood of peace among the liberated peoples. His aims were not attained in the form he desired. Well do I recall the vehemence with which he insisted that the monarchy of the House of Savoy, which, when I saw him, had already embraced all Italy except Rome, could never do for Italy what a republic would have done.

"The behavior of the free peoples under Republican as well as under monarchical reforms has not verified his hopes, but the impulse he gave supplied the motive power which the practical statesman employed, and his writings, full of eloquence born of an ardent spirit, may yet help to inspire some new generation.

"I note the careers of these men as instances to show how large is the unpredictable element in the field of international as well as in that of domestic politics.

"Modern writers claiming to be scientific try to represent the general causes as everything and the individual as no more than particular beings in whom the tendencies of an age are embodied. 'If these had not been embodied in Napoleon or Bismarck or Cavour,' so they argue, 'they would have equally well been embodied in and given force to in some other personality.' History contradicts the assumption.

"Bismarck, like Napoleon, did a disservice to his own country by the pernicious precedents he set. Those traditions of unscrupulous diplomacy which, practiced by Frederick II., he created afresh and invested with the glamour of success, captivated the Prussian mind. The men into whose weaker hands the conduct of policy fell imitated his boldness, but forgot his caution because they lacked his gift for grasping the whole European situation. But though much of the work Bismarck did by his action was undone by his imitators, much remains and it is possible that in the future his example may become a warning instead of a lure.

"In the course of the nineteenth century the personal power of the sovereign waned everywhere, till a final blow was given to the system by the destruction in 1917-19 of the great empires of Russia, Austria and Germany. Even in Turkey, though the Sultanate might recover its ancient authority if the House of Ottoman should ever again produce a strong man, it is gangs of adventurers that have ruled for the last dozen years, making the monarch a mere puppet.

"Whether this new departure which has transferred power to the people is destined to change international relations for the better is a change to which I shall return.

"The other new phenomenon is the emergence of those press campaigns for the diffusion of ideas and sentiments which we have begun to call 'propaganda,' by which sections of a people or sections of several peoples, acting together, endeavor to spread and win support for the doctrines they unite in holding, so as to make doctrines prevail in other countries.

"Propaganda is an effort to make or capture public opinion. It began by being, and it still usually is, disinterested, springing from honest faith in some principle, the influence of which its votaries seek to extent. But it may be used in a self-regarding spirit by any group or section who have their own possibly selfish ends in view.

"The first conspicuous instance was seen in the proclamations issued by the French revolutionary leaders in the European wars from 1792 onwards. They sought to awaken or stimulate opinion against despots by preaching in Germany and Italy the glories of liberty and equality.

"The public opinion of the civilised countries in general, even when it is not deliberately propagandist, has become a powerful factor in international politics, sometimes by alarming those rulers of any particular country who have incurred the displeasure of other peoples, sometimes by stimulating a minority to great efforts because it believes it has support from sympathisers outside its own country."

He cited instances of the effect of public opinion in crises, and continued:

"Three more recent examples are worth noting, three kinds of propaganda which are being employed today, different in aims but similar in method. The first is that of the revolutionaries who, rejecting patriotism and nationality, seek to spread, some of them, anarchist, others, communist doctrines. The former hope to destroy all existing states, and the very notion of any state exerting compulsive power. The latter propose to transform all existing states by turning them into huge industrial co-operative societies in which there shall be no property and only one class—the proletariat. Neither disdains the use of force, but both expect to succeed by transforming opinion.

ETHNOLOGICAL PROPAGANDA

"The second species of propaganda is ethnological; that is, an appeal to the sentiment of racial solidarity in a people divided between various States. Pan-Slavism used to be preached in Russia, and by Russians in countries such as Serbia and Bosnia, with a Slavonic population. The idea of what is called Pan-Turanianism, the notion of a union of Asiatic peoples speaking languages of an agglutinative type, such peoples as Turks and other Tartars, Kalmuks and Kirghizes, also seems to have been invented by some German savant as a weapon to be used against Russia as well as against the Christian races of the Near East and such European powers as might endeavor to protect them.

"Some few Germanised Turks, like that varnished ruffian, Enver Bey, tried to employ it in the great war, but it would seem to have been nearly crushed out between the communists propaganda of the Bolsheviki on the one hand and the Pan-Islamic propaganda on the other.

"Pan-Islamism is an attempt to renew the original aggressive movement of the Moslem peoples against the Christian, and in particular to strengthen the Turkish Sultan by exalting him as Khalif of the whole Mohammedan world, a plan due to the restless ambition of Abdul Hamid, who tried to rehabilitate an almost extinct title and claim of semi-religious kind to repair the Sultanate's loss of military power.

"All these efforts spring out of the emancipation of the masses of the people from the control of their former rulers, or, to speak more exactly, out of the habit of unreasoning obedience which made those masses formerly indifferent to politics, acquiescent in whatever international action their Governments chose to take.

"All these kinds of propaganda resemble one another in transcending national boundaries and in creating a fanaticism which may be as unreasoning and more dangerous than obedience seemed to be."

Speaking of the Holy Alliance and efforts to create machinery for the aversion of war, Viscount Bryce said:

"England, which had never been a member of the Holy Alliance, soon found herself in opposition to the anti-liberal policies of the three Emperors. And she, acting with the United States, checked their plans for helping Spain to crush her revolting colonists and reestablish despotism in the New World. It was the last effort to create peace on the basis of autocratic doctrine thinly disguised under the robe of religion."

Directors of the "round table conferences" continued their work of organisation today and expected to be ready probably to begin discussions of their special subjects. Many of the men aiding in the conferences were attached to the American Peace Commission at Paris, so that these meetings will have a "Peace Conference" air.

The private conferences will begin in earnest on Monday, while the public lecturers on that day will be Baron Sergius A. Koff of Russia and Professor Achille Viallats of Paris.

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WEATHER

Rainy weather along our coasts. Easterly breezes along the China coast. A typhoonic center is located between Yap and Luzon moving W.N.W. ward.

Today's Church Services

Holy Trinity Cathedral.—8 a.m., Holy Communion (also at Bubbling Well Chapel). 10:30 a.m., Mattins and Sermon. Psalm 90. Lessons. Jeremiah v, 1-19. S. Luke xi, 1-28. Anthem: "Ye watchers and ye Holy Ones." (English Hymnal 519.) Hymns: 308, 215, 172. Preacher: Rev. W. Robbins, M.A., 6 p.m., Evensong and Sermon. Lessons: Jeremiah v 20-end. S. John viii 12-30. Psalm 91. Canticles: Arnold in A. Hymns: 229, 249, 214, 31. Preacher: The Sub-Dean.

Union Church.—11 a.m., Preacher: Dr. Charles E. Patton. Psalm 48. Hymns 1, 27, 231. 6 p.m., Preacher: Rev. W. H. Warren. Psalms 46 and 94 (metrical). Hymns 7, 299, 703.

St. Joseph's Church.—Low Masses at 6, 7 and 8:15 a.m. At 10 o'clock, High Mass, sermon in English. At 4 p.m. Benediction. On weekdays, Masses at 6 and 7 a.m.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). The services in the above will be conducted as follows: Morning 11 a.m. by Rev. J. D. Cunningham; Evening 6 p.m. by Rev. J. D. Cunningham.

Christian Science Society of Shanghai. Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Substance." Sunday School 10 o'clock. Testimony Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road, Room 71.

New Thought Center.—No. 12 Nanking Road, Kelly and Walsh Building, Top Floor. Sunday Service from 11 a.m. to 12 noon. Subject: "The New Thought Standard." Free Treatments and Teachings daily. Healing Circle every Friday at 5:30 p.m. The public is cordially invited.

Community Church.—5 p.m., Masonic Hall, No. 30 The Bund. Rev. Luther Freeman, D. D. Preacher: Subject: Our Message and Mission to the Shanghai Community.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: Dr. F. L. Hawks Pott.

Big Warships Outdo Aeros, Says Expert

He Points To Recent Bombing Tests As Proof—Britain And Japan Rushing 18-Inch Guns, The Biggest On Record

BY GRASER SCHORNSTHEIMER
(Associate Member United States Naval Institute)

AFTER bombing the former German dreadnought Ostfriesland for two days with the largest bombs known to man, aviators were able to sink her with bombs which exploded alongside, opening her badly strained sides.

It took ten seconds for a bomb to fall less than 4,000 feet, and the hits were less than 3 percent of the bombs dropped.

The Ostfriesland did not move during the entire performance, whereas it was almost impossible to hit the battleship Iowa while going at a speed of only four and a half knots; it was impossible for the Allies to hit the hits were less than 3 percent at all because of her anti-aircraft fire.

COMPARED WITH SHIP GUN

Contrast this with the damage which a battleship carrying eight 16-inch guns, like our new Maryland, can do. The bombs which really sank the Ostfriesland weighed 2,000 pounds.

Our 16-inch shell weighs 2,098 pounds, and the Maryland carries eight of these guns, as against fifty planes which were required to damage the Ostfriesland. In actual battle and target practise it has been found that about 25 percent of the big shell fired scored hits at ranges up to 18,000 yards. The planes obtained 8 percent of hits in two days at a range of less than 4,000 feet.

The new 16-inch gun can be fired every minute and a half, and thus a broadside can be fired in the same time. The bombs had a velocity of between 300 and 400 feet per second, while the velocity of our new 16-inch guns is 2,700 feet per second.

MORE BATTLESHIPS, PLEA

The bombs droped from the planes failed to pierce the Ostfriesland's decks in two days' bombing. The Germans sunk three British battle cruisers within fifteen minutes of firing at long ranges in the battle of Jutland. The hits were direct hits on deck. The British battle cruisers were proceeding at a rate of nearly thirty land miles per hour, and during the bombing tests the Ostfriesland never moved.

While the plane men are claiming victory, the actual results of these tests show that we have too many planes in comparison with the number of battleships we now possess. The gun was unquestionably the victor. However, our fine new sixteen-inch gun has been outweighed by the new Japanese gun of the same calibre, for they fire a shell weighing 2,460 pounds as against our shell, which weighs 2,098 pounds.

TO BUILD SHIPS

In spite of the disarmament conferences and these bombing tests, the world is continuing to build big guns. Both Britain and Japan have signified their intentions to build battleships in spite of both these things. Their new ships will carry no less than eighteen-inch guns.

From the time Lord Fisher first conceived the eighteen-inch gun to the present, it has been considered a highly experimental and uncertain piece of naval ordnance.

The British were the first to build such a colossal weapon, under Fisher's guidance, intending to mount it on the fast large cruiser Furious.

When this ship was ready the gun was mounted in her after turrett and she went to sea for trials. The gun was fired only a few times, proving itself highly impractical, at least for such a lightly built ship.

18-INCH GUN TAKEN OFF

The shock of the detonation and the terrific wrench of the recoil so strained the ship as to make it necessary to remove the gun. The Furious was then completed as an aircraft carrier, in which form she appears today.

Not wishing to waste this huge weapon which had cost a fortnne in money, time, labor and material, it was decided to mount it aboard one of the monitors to try it against the German fortifications on the Belgian coast. The gun was fired only a few times before the armistice and then one of the first moves of the admiralty was to remove it even from this monitor.

At present there is not a ship in the British or any other navy capable of mounting such a weapon, although, as I have said, both England and Japan are to build such ships.

3,340 lbs. GOES 2,500 ft. A SEC.

The first British eighteen-inch gun was only 35 calibres long—that is, the gun barrel was 35 times eighteen inches long. It weighed about 150 tons and its shell weighed about 3,340 pounds, taking a charge of 630 pounds of cordite powder to send it through the air at a rate of 2,500 feet a second.

The new gun for the ships to be built is said to be about 42 calibres long, weighing about 160 tons and firing a shell weighing approximately 3,460 pounds, or about 1,000 pounds more than the new Japanese sixteen-inch shell.

The Japanese have only recently begun to make guns in their naval arsenal at Kure. Formerly everything in this line was built in England. Now they are able to turn out rapidly the very largest guns. The Japanese eighteen-inch gun is reported to be 45 calibres long, firing a shell weighing 3,600 pounds at a velocity of 2,600 feet per second.

Although Congress cannot see the necessity for new warships, our Navy Department has not been asleep, and it is reported that the Bureau of Ordnance is constructing a new eighteen-inch gun for test, even though there are no funds for new ships on

(Continued on Page 14)

Modern Girl And Marriage By Arnold Bennett

'Desire Of The Girl To Marry Is Decidedly Stronger Than Man's'—'Man, While Apparently The Seeker, Is In Fact, As Of Old, The Sought'—'All Work, Broadly Speaking, Is A Nuisance'—'Final Purpose Of Working Girl Is To Increase Her Luxuries'—More Dances, Fewer Spinsters

(The First of a Series of Six Articles Written by the Famous British Author)

The attitude of one sex to another is nowadays fundamentally changed in regard to what was once the most urgent of all matters, namely, of course, love—at least so I am often told and so I often read.

The masculine attitude, according to the popular theory has not altered. No The young man, and indeed the middle-aged, is supposed still to be the seeker, the hunter, the devourer, the male whose possessive instincts insist on being satisfied. It is the young woman who has changed.

According to the popular theory the attitude of the modern young woman might be expressed thus:

"I am not what I was. In fact, beneath my exterior, which is more charming than ever before, I am so sternly altered you won't know me. Place, therefore, do not make the mistake of trying to practice any of your old devices.

FOOLISH SENTIMENT

"Once I lived solely for love and marriage I dreamed about nothing but the ideal man. I had no aim but to be mistress of a home. But I am now quite otherwise. I have become a serious creature. I have higher and nobler interests than those of mere love. I am no longer foolishly sentimental. Generally I have a vocation, and not seldom a profession. I can earn my living, and I do. I am more or less independent.

"I see life and I know it. My mind has been lifted up to view the world. And I have realised that I used to be rather silly in my mental demeanor toward such agreeable specimens of the other sex as I happened to meet. Love is not much after all.

"Can you expect my thoughts to be running after love when they are occupied with better and more interesting things? Can you give me any reason why I should become a domestic slave? My horizons are enlarged, and I am not in the mood for any nonsense."

And so on.

CARE NOT FOR MEN'S GAZES

For myself, I receive the report of the modern feminine attitude with caution, with reserve, even with a respectful incredulity, for I have not yet met with it in real life. There is a certain small percentage of girls who have little or no use for men and marriage, who feel no natural desire to look better when a man is observing them than when a woman is observing them.

But there always were such girls, and such girls have their proper place and usefulness in every organised society. And that the percentage has increased I do not believe, because I can think of no reason why it should have increased.

Let us take the existence of an average girl who goes out into the world and works therein. Does she do it for a pastime? The answer is, No.

People don't toil so many hours a day and submit to discipline and suffer the annoyance and nervous strain of a city journey night and morning, and keep on toiling and submitting and suffering month after month and year after year simply for a pastime. Even an enthusiastic girl doesn't do that.

THEIR PUBLIC DUTY

Does she do it, then, from a sense of duty to the world or to her country, arguing that everybody ought to help the general welfare? The answer is again, No.

Very few men, and still fewer women have the sense of public duty, developed beyond the sense of private advantage.

If girls work in the same fields as men they do so either because they must in order to live or because they can thereby attain a personal or family advantage beyond the mere means of existence.

People say that work is enjoyable for its own sake. It certainly is not. No sane, well-balanced person enjoys work for its own sake. He, or she, may derive a secondary enjoyment from work that productively exercises a faculty.

But all work broadly considered, is a nuisance. Everybody except the queer person regards work as a means to an end, the end being either knowledge or money and the exchanging of money for pleasure.

It by a miracle all girl workers, or men workers either, could inherit a comfortable fortune the business offices of London, New York and Chicago would empty themselves more quickly than a theater empties itself after a show. They would be deserted and forlorn between one sunrise and the next. The play would be definitely over.

The final purpose of the working girl in setting to work and keeping at work is, after she has provided for necessaries, to increase her luxuries, which chiefly means to make herself more attactive, and to lay by a relatively modest sum for emergencies and calamities.

It cannot be doubted that she looks forward to the day when she will not have to work or will have to work less, and will be able to enjoy herself more.

GLAD WORK ENDS FOR DAY

Further, do girls who take their share in the world's hard labor show the slightest sign of distaste for the society of men in circumstances favorable to romance? Do they, when six o'clock, or whatever the hour for leaving-off may be, chimes in the office clock or the church-clock, murmur to one another:

"What a pity that the delightful day of toil is finished and that we are compelled by convention to mingle with men and give ourselves up to diversion! How much more pleasant it would be if we could shut out men and their desires and give ourselves to the discussion and contemplation of matters more earnest and nobler than the sentimental dalliance of the sexes!"

I ask—Do they? To answer that they do not is to understate the case.

Does a man find in actual practice that the modern independent or semi-independent girl is less disposed than any other sort of girl to explore with him the charming regions of sentiment?

If he admires her, does she frown on him?

If he suggests the restaurant, the theater, the cinema, the ballroom, does she reply:

"You ought to know that I have outgrown these baubles."

Are the twilight and the moon-light any less popular today than they were fifty years ago?

Does the youth of the two sexes dance less or does it dance more?

Are old maids multiplying in the land?

LURE OF MOONLIGHT

Have twilight and moonlight and the maneuvers of the dance and the enlacing of arms ceased to have the usual fine healthy crop of conjugal consequences?

Is it untrue today that the sums which a girl spends in heightening her attractiveness are a pretty sure index to her financial resources? Lastly, have modern girls decided that deliberately and consciously to exercise charm when a man comes along is an old-fashioned and undignified proceeding?

I need not answer any of these queries. The answers are known to everybody.

The truth is, nature still exists.

I certainly do not count myself among those who assert that human nature never alters. I am convinced that it does alter, and almost always for the better. But it alters so slowly that no man lives long enough to witness in his lifetime such a fundamental change as is popularly attributed to the modern girl in her relations with the modern man.

A coral reef is built up in some thousands or some tens of thousands of years, and I gravely doubt whether the development of human nature—at any rate in its more important manifestations—is as rapid as that of a coral reef!

WANT BOYS RUN AFTER THEM

The great secret purposes of nature are principally assisted by the desire of the modern man to run after the modern girl and by the desire of the modern girl to do all she properly can to make him run after her.

Are the great secret purposes of nature to be defeated or checked because the modern girl works in an office and gets wages? Nature is quite clever enough to use those wages for the furthering of the aforesaid great secret purpose.

The tactics of the modern girl are profoundly right—much more so than her methods of reasoning—because they spring from sane instincts so powerful and all pervading that she seldom even notices them. And let there be no mistake about it.

WANT TO GET MARRIED

I am tempted to go further and say that the desire of the girl to be married is still today just as it was in the days before women went to business, smoked and laughed at the mere notion of chaperons, decidedly stronger than the desire of the man to marry her.

Women were the chief instruments of nature's plan in the previous age, and in my view they still are. It will be seen that I have travelled a long way from the popular theory that the modern girl has a tendency to hold off marriage, into which the modern man vainly tries to entice her, but I do not think that I have gone too far.

Nor do I think that many men will disagree with my impression that man, while apparently the seeker, is still in fact, as of old, the sought. I should add that in this condition of affairs I see nothing derogatory to women rather the reverse.

Nevertheless the changed position and the consequent changed outlook of the modern girl have brought about appreciable, if minor, changes in the working of the ancient institution of betrothal and marriage.

FOR CUPID'S PLUNGE

In the previous age, if any reliance is to be placed on the best novels and the best memoirs of the period, the girl thought about almost nothing but marriage, and, aided by her mother, directed her energies mainly to that end, until achievement of the wedding altered the whole trend of her activities.

She acted so partly because she had nothing else to do, and partly because home was a far more cramping and tedious and disciplinary place than it is today.

Thus she had a stronger direct reason for plunging into marriage at the first opportunity, and this reason was reinforced by a graver fear of complete frustration if she should fail in the endeavor to mate herself.

The modern girl has less reason to seek emancipation in marriage, for she is already considerably emancipated, and she is less disposed to hurry the process of marrying because failure to marry does not now involve a fate that some persons apparently considered worse than death.

This does not at all mean that her fundamental instincts are different from those of her predecessor.

It means that her new position enables her to exercise more care in the satisfaction of those fundamental instincts, and that she is less likely to satisfy them foolishly because, being a worker, she has less leisure to brood herself into an unhealthy state of mind about the tremendous subject.

It means also, that knowing more of the world and of men, she is a better and more realistic judge of men and things as they actually are. Hence she feels safe to pick and choose.

She does not say to heerself: "I think I am in love with him or soon shall be; he has excellent points; and I may never get another chance so good,"—in the manner of hundreds of heroines in hundreds of old novels. Not a bit!

She says:

"This affair interests me; but I am not so badly off; I am nobody's slave; I can keep myself I know that men are not always what they seem. Therefore, although I am determined to marry and want to marry more than I want anything, I will examine this particular affair with coolness before allowing it to reach a higher degree of intimacy."

Such an attitude, while it would not denote any weakening of the instinct to marry, would undoubtedly tend to delay marriage and would in the long run raise the average of marriage—with important consequences to society at large. But wait a moment: to balance this new factor there are two other new factors.

First: the economic factor, which, perhaps more than any other, influences the marrying age. The girl of to-day, if she chooses to keep her situation—and she often does—can make possible a marriage which otherwise would be economically impossible.

Two incomes are better than one and the girl has a double reason for contributing income to the joint enterprise; by so doing she will not only hasten its consummation but she will safeguard to a certain extent that most precious possession, her independence. Here, then, is something which tends to lower the marrying age instead of raising it.

The second new factor consists in the immense widening of the modern girl's field of choice. She moves more freely in the world, and she meets—not merely far more men than her cooped-up predecessors but far more sorts of men. Hence she has a far better chance of meeting the right man, and hence, other things being equal, she is likely to marry earlier than her predecessor.

It will be said that I have examined the marriage question only so far as it is influenced by the desires and the situation of the girl, and that it must be influenced by the desires and situation of the man also. True.

But my inquiry was limited to the girl's side, which, I am persuaded, is the more important and influential side of the matter. My argument was that the mighty institution of marriage is not going, and will not go, out of fashion because the modern girl has discovered something to take its place or to take the thousandth part of its place. This often expressed fear that girls are jibing at marriage is just about as well grounded as the fear that girls are losing their feminine charms. It makes the judicious smile.

Next Sunday.—The second of six articles on social topics by Arnold Bennett will be published next Sunday.

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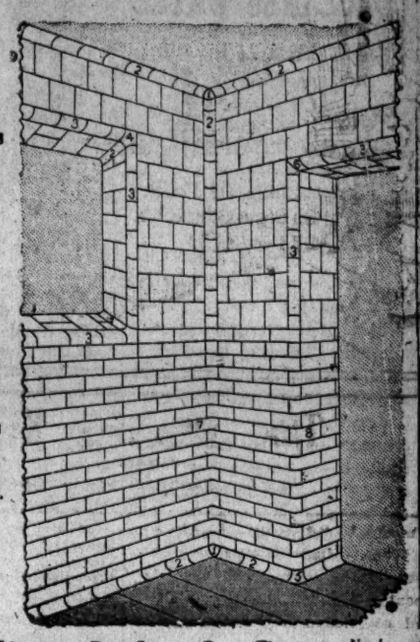
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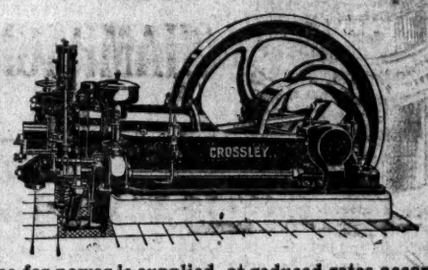

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If? If What? If Which?

By McNamara

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IT'S LIKE THIS!
NOSEY SPIUUINS, THE YOUNG MAN YOU SEE HERE HAS BEEN COMMISSIONED TO DISCOVER WHAT IS TAKING PLACE IN SHRIMP FLYNN'S CELLAR. HE SEEMS TO BE MAKING A LOT OF HEADWAY, JUDGING BY WHAT HAPPENED YESTERDAY.
NOW GO ON WITH THE YARN-
OOH, OOH, OOH SHRIMP'S GOT DYMINITE IN HIS CELLAR!
WELL
HE'S GONNA BLOW UP THE TOWN!
WELL, I GUESS I'LL BLOW UP THE STREET, GOO-BI!
OOH!
TOM McNAMARA
11-13

The Overdue Kiss

An Entertaining Little Love Story

BY ELLA RANDALL PEARCE

When Hugh Rollins went back to the town where he had spent his youth, and which he had not visited since the day he left to take up business in a distant city, there was no sentiment about the journey.

There was no old home to be revisited, no relatives left for whom he cared, no scenes offering tender memories to be mulled over, and no girl—wait, there was a girl!

Her name was Emily Merrill, and once when he had tried to kiss her, she had slapped his face.

"A kiss instead of a slap at that time might have changed my whole career," reflected Rollins humorously. "But Emily was a prim little thing anyway."

As he stood before the gate, wondering if he should go in, a group of young people came gaily from the direction of the Country Club; and one young girl, waving her tennis racquet, detached herself and skipped up to the stranger at the gate.

"By jingo! It's Hugh Rollins—isn't it?" She dimpled archly. "Know me, don't you?"

Rollins studied the sparkling brunette fact, the Merrill eyes and a musical staccato voice that woke ancient memories. "You're Sue Merrill," he declared. "Sister Sue grown-up. And looking more like Emily than ever."

"Oh, Emily," a strange expression crossed the brunette face. "Were you looking for Emily?"

"No, I came to settle a bit of property." He smiled boyishly. "Time has touched you lightly, Hugh Rollins? And if you want to come in awhile, I'll tell you all the neighborhood news. I'd like to be nice to you to make up for the way I used to bother you—and Emily."

"You were a little pest." Hugh laughed and pulled at a curl under the rakish tam. "But tell me, where's Emily now? Married, I suppose."

"Oh, dear no! Girls like Emily don't often marry. Wasn't she the goody-goody—the sort that makes perfect wallflowers and old-maid aunts."

Rollins found time passing delightfully on the old Merrill veranda. He decided that Sister Sue was a most engaging companion.

"Sister Sue, I think we could be great pals," said Rollins. "If I stay over, will you tote me around and show me off to the Colchester smart set?"

"I'll surely do that little thing," trilled the girl. She squeezed his arm gently. "Hugh Rollins, I always did think you were the darlingest man!"

He leaned toward her at the gate. "I'm going to kiss you, Sister Sue," he warned and gathered her in his arms.

To his surprise she offered no coquettish resistance, but afterward the face she turned to him in the moonlight was strangely solemn.

"I owed you that kiss, Hugh," she said tremulously. "I've always been sorry I slapped your face that night."

He caught her arms almost fiercely. "You—do you mean—"

"Yes. I'm Emily." She shrank and drooped in the remembered way. "You thought I was Sister Sue, so I let you think so. I suppose you thought I was a withered old crone by now. But the times have changed, you know, and folks change, too."

"Emily!" he cried. But she closed the gate firmly between them.

"I still keep respectable hours," she said. "But tomorrow I'll show you off at the Country Club, if you like."

"You're on!" shouted Hugh Rollins.

Ways Of Cooking Fish

BY LORETTO C. LYNCH

(An Authority on All Matters Relating to Household Management)

If fish is to be broiled, it may be split. If it is a small fish, or is to be baked, it may be cleaned without splitting. Make a small incision with a sharp knife on the underside between the gills. Put the finger in, loosen and remove the entrals.

Wash the fish inside and out with a cloth wrung out of salt water. Soaking injures the flavor of fish and some of the food value or nutriment is lost in the water in which the fish soaks. Therefore, wipe the fish out, or rinse it quickly under running water.

The fish should be rubbed with oil or melted butter and lightly salted before it is broiled. To broil by gas, put fish, skin side up, on a well-greased roasting pan. Broil ten to fifteen minutes, according to the thickness, without turning.

Broiled fish should be served with melted butter and slices of lemon. It may be garnished with parsley or watercress.

Panned fish is popular, especially among campers who must make the most of the frying pan or spider. Small fish, such as perch, are suitable for panning whole. Clean the fish as previously directed and rub a little salt over it. Then, pat into it as much flour as it will take.

Set it aside for a few moments and then pat in some more flour. Try out some cut salt pork. Remove bits and when the fat is smoking hot, turn the fish into it, Turn it carefully with a pan-cake turner.

Home Bathing Beaches

BY W. A. McKeever

(Professor in the University of Kansas and a Well Known Educator)

On the back porch of a very modest second story apartment five small children are laughing at the intense Summer heat while they take their daily afternoon plunge in a washtub bathing beach.

Try the scheme, busy mothers. Here you have the combination of a heat reducer, a health tonic and a happy sport. No towels or soap will be necessary, any old slip of a garment will do. Just to dabble and get wet, just to dry in the sun and to romp about the porch as further diversions—that is plenty for health and happiness, and the cost is zero.

Families living in crowded quarters can do much to conserve the body, mind and morals of their little ones, if they will but try. Let the busy mother decide upon two lines of endeavor here: First, to use home materials; second, to avoid any considerable expense. She will quickly become surprised at her own resourcefulness and her pleasure will more than repay the trouble.

A few spools, strings, cracker boxes, broom handles, kite materials plus a tub of water, and you have enough apparatus to make a play center for the small children of either peasants or potentates. In either case there is needed only the simple, crude materials by means of which the childish creative imagination may be kept busy expressing itself in concrete forms.

A light, hollow rubber ball, suspended from the ceiling to a point one foot above the floor, by means of connected rubber bands—and you have a plaything with more childish enjoyment tied up in it than the punching bag furnishes for the training boxer.

In conclusion, let me urge that it is the poor families rather than the wealthy ones which have an advantage in the play training of their children—provided they will only use the crude apparatus at hand, as is suggested above. Whenever the well-to-do parents become interested securing playthings for their children the opportunity is almost invariably spoiled by the employment of expensive, ready made apparatus.

Now, come on mothers get out those wash tub bathing beaches and turn the little ones loose to splash and sputter till they have enough.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, SEPTEMBER 11, 1921

Date and Destination	Per	Chi.	Br.	USA	Fr.	Jap.	Re.
TODAY.							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Hongkong and Canton	Suiyang	21.00	..	..	..	..	21.00
S'tow, H'kong & C'ton	Chuysang	21.00		..	..	..	21.00
TOMORROW.							
W'wei, C'foo and T'tsin	Kingsing	10.30	..	..	..	..	10.00
Japan, H'lulu, Canada, U. S. A. & Europe via U. S.	†Tenyo M.	..	11.00	..	..	..	10.30
Japan, H'lulu, Canada, U. S. A. and Europe	Tenyo M.	12.00		..	..	..	11.30
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
S'tow, H'kong & C'ton	Hopsang	21.00	..	..	..	..	21.00
Swatow and Hongkong	Szechuen	..	17.00	..	..	..	
Australia & New Zealand via Hongkong	do	..	17.00	..	..	..	
Swatow and Hongkong	Hopsang	..	17.00	..	..	..	
Newchwang	Toonan	21.00	..	..	..	..	
Wenchow	Haean	21.00	..	..	..	..	21.00
Foochow	Foiching	21.00	..	..	..	..	21.00
Amoy, H'kong & C'ton	Kwanglee	21.00	..	..	..	..	21.00
Australia & New Zealand via Hongkong	Szechuen	17.00	..	..	..	..	16.30
H'kong, Straits, India & Europe via Suez	Kitano Maru	11.00	..	..	..	..	10.30
Manila Direct	Pawlet	10.00	..	..	..	..	9.30
Vladivostok	Train	..	17.00	..	..	..	
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	
Hankow	Train	..	17.00	..	..	..	
Tuesday, Sep. 13.							
W'wei, C'foo and T'tsin	Fengtien	13.30	13.30	..	..	..	13.00
H'kong, Straits, India & Europe via Suez	Khyber	A8.30	..	..			..
H'kong, S. Ports, Straits, Ceylon, India & Europe via Suez	do	..	A8.30	..	..		
Japan Ports	Omi Maru	19.00	17.00	..	..	..	18.30
S'tow, H'kong & C'ton	Szechuen	£7.30					
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Newchwang	Wenchow	7.30			..	..	..
Wednesday, Sep. 14.							
Japan, Canada, U.S.A. & Europe	K. States	17.00	..	..	..	..	16.30
Manila via Hongkong	E. State	17.00	..	..	..	..	16.30
Amoy and Hongkong	Sunning	..	17.00	..	..	..	
Thursday, Sep. 15.							
W'wei, C'foo and T'tsin	Koonshing	11.30	12.30	..	..	..	11.00
Amoy, H'kong & C'ton	Sunning	£7.00					
Japan Ports	Kasuga Maru	19.00		..	..	..	18.30
Hongkong and Canton	Hangsang	21.00	..	..	..	..	21.00
Hongkong	do	..	17.00	..	..	..	
Friday, Sep. 16							
Japan Ports	Chikugo M.	19.00		..	..	..	18.30
Saturday, Sep. 17.							
Japan, Canada, U. S. A. & Europe	E. of Asia	16.00	..	..	..	..	15.30
Swatow and Hongkong	Chenan		8.30	..	..	..	
S'tow, H'kong & C'ton	do	8.30		..	..	..	8.00
W'wei, C'foo and T'tsin	Tungchow		8.30	..	..	..	
Japan, H'lulu, Canada, U. S. A. and Europe via U. S. A.	E. of Asia	..	12.00	..	..	..	12.00
Tuesday, Sep. 20.							
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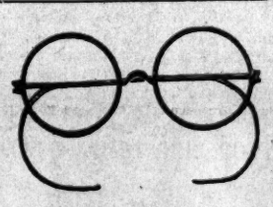

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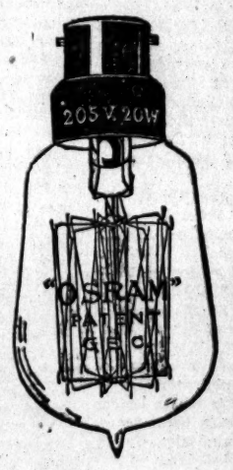

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London, July 16.—Another great voyage of discovery is to be added to the stirring history of the exploration of the world. A new expedition has been organised by Sir Ernest Shackleton, the famous Antarctic explorer, to explore the surroundings of the South Pole.

Supported by a small staff of picked men, some of whom sailed with him on his famous Polar expeditions in the Nimrod and the Endurance, Sir Ernest Shackleton is to start out about the end of August on a 30,000-miles voyage of discovery among little known islands of the lower Atlantic and Pacific and the uncharted seas of the South Pole.

The Quest, as his new ship is called, a little vessel of some 200 tons net, will be manned by men of science and the sea and equipped for every branch of scientific research, and, with the aid of the most modern instruments and methods, will be fully prepared to combat the forces of nature in those "stark and sullen solitudes that sentinel the Pole."

FUNDS ARE DONATED

The expedition, which has been made possible by the generosity of John Quiller Rowett, of Ely Place, Frant, Sussex, who endowed the Rowett Institute for Agricultural Research, will be called the Shackleton-Rowett Oceanographical and Antarctic Expedition.

Sir Ernest Shackleton has also received a generous donation towards the cost of the expedition from Frederick Becker, a well-known paper manufacturer.

The Quest will sail from London and, faring southward, will carry out a full hydrographical survey, sounding the depth of the ocean, touching as she goes various oceanic islands, some but little known, others not at all.

The animal and bird life of these islands and the marine life adjacent to their shores will be investigated by the zoologist and biologist of the expedition, their geological structure by the geologist, while the magnetician will take the necessary observations, and the motion and still camera will record every phase of the work.

LITTLE-VISITED ISLANDS

To aid the navigators and surveyors a specially constructed seaplane is to be carried by the expedition, and from the moment the Quest leaves England the charting of the air currents will be undertaken just as the ocean currents are charted.

From London the Quest will make for the Salvages, near Madeira, and thence for St. Paul's Rocks, a little-known island on the Equator, and so to Trinidad, where Sir Ernest Shackleton landed from Captain Scott's ship Discovery in 1901 and saw a great petrified forest which the present expedition proposes to explore.

Tristan da Cunha, the lonely islet in the Atlantic where letters are delivered once in three years, will be visited, and also Gough Island, eight miles long, 4,000 feet high, rising in mid-ocean from the Atlantic. This island has been visited by only one scientific expedition. Some members of the Bruce Expedition in 1904 went ashore for a few hours, and in that time observed four hitherto unknown species of birds.

Soundings will be taken on the ocean plateau about Gough Island to prove or disprove any surmises regarding an underwater continental connection between Africa and America. From Gough Island the Quest will swing eastward to the Cape of Good Hope and at Capetown make ready for the stormiest and most dangerous portion of her voyage—the exploration of the Antarctic south of the Cape.

TO UNKNOWN REGIONS

The recent explorations of the late Captain Scott Amundsen, Sir Ernest Shackleton, and Sir Douglas Mawson have widened the world's knowledge of the great Antarctic continent, both south of New Zealand and south of South America; but it is about 90 years since any keel has been in the ice-laden waters south of South Africa.

All that is known of these unvisited tracts is one small landmass, Enderby Land, which may be part of the great Antarctic continent or may be an island.

The limits of the continent here are unknown for a distance of over 3,000 miles. New seas may be found or new gulfs may indent the unknown coast.

Here lies in great part the mystery of the cruise of the Quest; for it is not known whether an ice-bound coast will bar the voyagers from achieving a very low latitude; whether great active volcanoes will rise above the horizon as the ship works south; or whether Sir Ernest Shackleton and his companions will sail into open southern seas after the combat with the driving pack-ice.

FOR SEALS AND WHALES

When the Quest emerges from the Antarctic near the Weddell Sea she moves north to the South Sandwich Islands and South Georgia, surveying and searching for suitable harbors for whaling stations. Then, after refitting at South Georgia, her bows will turn east once more, and as she runs her casting down, landings will be made on various rarely seen and little known sub-Antarctic oceanic islands, such as Bouvet Island and Heard Island.

Some of these islands may still harbor the southern fur seal, which has disappeared from the better known islands owing to wanton slaughter nearly a hundred years ago.

In due time the Quest will reach New Zealand, whence she will work into the Pacific, and a search will be made by dredging and sounding for the lost island of Tuanaki, which is mentioned in missionary records and native legend and old nautical epitomes, but since has apparently disappeared from view.

MYSTERIOUS ISLAND

Then, faring south once more, the expedition goes to search for Dougherty Island, whose existence and position are doubtful. If discovered to have an accessible landing place, it will make an oceanic station for wireless relay between New Zealand and South America, and would also serve as a reporting station as to the ice conditions for ships engaged in voyages on this route. On then to Cape Horn and home by the Atlantic is the last stage in the long and varied voyage.

The little Quest is now lying at Southampton, close to where the giant Aquitania docks. So small is she that if her masts and funnel were taken out she could be comfortably hidden in one of the funnels of the great Cunarder. But she is well fitted for the work she has to face. Built in Norway four years ago of oak and pine and fir, and tested in the ice of the north, she is 111 feet long, 23 feet beam and 12 feet depth. Her sides are two feet thick; her bows, of solid oak sheathed with steel. Her steaming radius is 9,000 miles, and under sail with a stiff breeze she can make eight knots.

She is now in the hands of Messrs. Thornycroft, of Southampton, undergoing extensive alterations. Her sail area is being increased and she is being rigged as a brigantine. Accommodation for the scientific staff and laboratories is being built above and below decks; platforms are being erected for the sounding machines, which will be capable of testing the ocean depths down to 30,000 feet; winches for winding in the captive balloons for testing wind currents are being installed; special accommodation for the seaplane has been devised. She will be provided with a powerful wireless set.

VETERANS ON THE SHIP

The staff of the expedition includes six companions of Sir Ernest Shackleton on his former expeditions.

Commander Frank Wild, C.B.E., the second-in-command of the expedition, has wide Polar experience. He was with Scott in the Discovery (1901-4), with Shackleton in the Nimrod (1907-9), with Mawson in the Aurora (1910-12), and with Shackleton in the Endurance (1914-17). He served with the North Russian Force with Shackleton during the war and was leader of the Spitzbergen Expedition in 1919.

Commander Frank Worsley, D. S. O., R. D., R. N. R., was captain of the Endurance with Shackleton. During the war he commanded a "P" boat and also took part in the North Russian campaign.

Major A. H. Macklin, M. C., was surgeon and biologist in the Endurance. During the war he served with the R.A.M.C. in France, Italy and North Russia.

Lieutenant-Commander J. R. Stenhouse, D. S. O., D. S. C., R. N. R., was captain of the Aurora. During the war he commanded a "mystery ship" and also served in the North Russian campaign.

Captain L. Hussey, meteorologist in the Endurance, served in the artillery in France and in North Russia.

H. Green, who was cook of the Endurance and was wounded in the war, is sailing as cook in the Quest.

LET ELECTRICITY EXERCISE YOU

As Much Good In Half An Hour As In 18 Holes Of Golf

London, July 30.—Dr. James B. Mennell of London, whose eminent work during the war in the treatment of fractures and torn muscles led to the adoption of his methods by a number of noted men in the Allied medical services, is now achieving some remarkable results in handling peace time fractures and dislocations.

Dr. Mennell invented a number of pieces of gymnastic apparatus with which he effected his cures. His treatment of fractures is without the use of splints or plaster casts. Much of his work is being done at St. Thomas's Hospital, but in his private quarters he also has a large gymnasium.

When visited by The World correspondent, Dr. Mennell explained that short of interfering with the natural processes of the knitting of broken bones, he had found in handling many thousand fractures during the war that the best results were always obtained by keeping the injured member active. This is assisted by massage of the muscles from the first treatment of a fractured arm or leg. In a specially constructed chair he can exercise any set of muscles electrically without affecting the central nervous system.

"You can sit in that chair," he said, "and obtain as much exertion of your muscles in half an hour as you get in eighteen holes of golf."

By means of sand bags placed over the muscles which are to be electrically exercised, the necessary resistance is obtained and it is possible for the patient to sit and smoke while such muscles are being exerted.

Big Warships Outdo Aeros, Says Expert

(Continued from Page 12)

which to mount them. Our gun is said to be 48 calibres long, weighing about 200 tons. It is said to fire a shell weighing 3,600 pounds at a velocity of 2,700 feet per second.

WILL IT BE SUPERSEDED?

The largest battleships building for the United States Navy are those of the North Carolina class. They will carry twelve sixteen-inch guns and may or may not be complete in eight years, owing to the reduced construction funds given by Congress. When complete they will be outclassed by the new British and Japanese warships with their eighteen-inch guns, for the normal rate for warship construction in England and Japan is from three to three and a half years.

Of course, there is a limit to the size of guns, the only difficulty being to define that limit. In 1906 it was throughly believed that the 12-inch naval rifle was the largest weapon which would ever be built. In 1910 every one was discussing and building guns of 13.5 and 14 inches. During the war they went up to 15 and 16 inches, and now we come to the 18-inch gun. Will they go even farther?

20-INCH SHELL 7 FEET HIGH

When Lord Fisher was the First Lord of the Admiralty, he proposed to introduce a 20-inch gun into the British service.

Nothing came of this during the war, and as Lord Fisher died shortly after, no one else was willing to consider it in the face of the experiences with the 18-inch gun, until some time after. However, the 18-inch gun has arrived as a practical weapon and nations are beginning to look farther.

The Hadsfields, the British armor-plate and shell kings, have drawn up plans for a 20-inch shell. For whom this work was undertaken, no one knows, but it is certain that no large firm would undertake such a task without hope of reward.

The 20-inch shell stands no less than seven feet high and weighs about 5,000 pounds. Our 14-inch shells weigh 1,400 pounds and our 16-inch 2,098 pounds.

Fired at a muzzle velocity of 2,500 feet per second, this 20-inch shell would have an energy of 250,000 tons per square foot, or about the combined displacements of the eight largest battleships in our navy per square foot of hit. At the muzzle this shell would penetrate no less than sixty inches of the toughest armor. At a range of twenty miles it would penetrate half this amount.

Contrast this with the failure of the bombs to pierce the three-inch armored deck of the Ostfriesland.

8-INCH ARMOR STOPS BOMBS

This should show the desirability of the weapon. No ship can carry twenty inches of armor, let alone thirty or sixty inches. And three inches will stop the largest and most powerful bombs, when they do hit, and the tests proved that this was very seldom.

Imagine a ship carrying twelve twenty-inch guns in the same manner as the Tennessee carries her twelve fourteen-inch. It would have a broadside of no less than sixty thousand pounds or nearly so much as the combined broadsides of the five largest and most powerful warships in the United States Navy.

And it could fire this tremendous broadside once every two minutes, and 25 percent of the shots would be hits. One must remember that "It isn't the number of shots you fire, but the shots that hit, that count."

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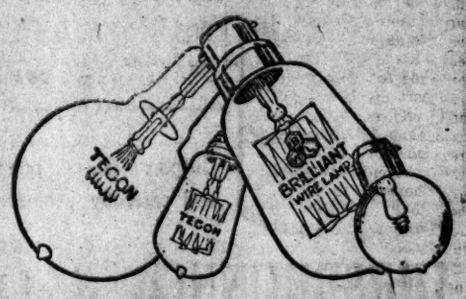

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How To Train Your Will To Make Your Work A Joy

Attention Must Be Controlled And Memory Properly Disciplined—How Concentration Can Be Directed—Question Of The Right Method Concerns One's Whole Lifetime

(Review by Orrick Johns, of Jules Payot's Extraordinary Book, "Will Power and Work.")

One of the most profound short sayings ever recorded was Aristotle's "Happiness consists in action."

It might stand as the foreword and motto of the book by Jules Payot, "Will Power and Work," which has just been translated from the French by Richard Duffy and published by Funk and Wagnalls Company. Dr. Payot is president of Aix-Marseilles University, France.

The labor of thirty years of reflection and original thought by a brilliant scholar and educator cannot be quoted by snatches to any good purpose. Every page is as rich in discovery and in recognised truth as the next.

WHAT IS INCENTIVE?

To begin where the author does, what is your own incentive in the work you are doing? Examine yourself honestly. Do you work through fear of some penalty? Do you work merely through envy of emulation of others—that is, with vanity as your incentive? Do you work to obtain the bribe of some reward?

If your purpose is any one of these, or all of them, you are not seeking the highest objective of work, nor making the greatest progress.

The real value of work is the joy of accomplishing, of overcoming, day after day, task after task. Work gives us the only true freedom. It fills us with exultation, with the feeling of conquest and power. Work is the utmost pleasure man knows, incomparable to grosser delights.

THE LABOR OF LOVE

Obviously, we are not dealing here with any ordinary kind of work, with any mere routine pottering. What is meant is intensive, joyous, mental toil, devoted to something we love—whether it be for one hour a day or for five.

And such work is within the reach of all. Everybody, no matter how they are occupied during most of the day, can find one hour or two hours or three hours, for work that they love and give themselves up to utterly.

Nearly all original thinkers held offices or followed drudging tasks outside their self-chosen field. Moreover the nature of intellectual concentration is such that it cannot be continued for long hours.

Herbert Spencer could not work intensively more than an hour or two without becoming ill. Zola, the great novelist, with an enormous output, never worked more than three hours. Carlyle's limit was about four. One thing is certain, the hour or two put in at this whole-souled species of endeavor will bring us results undreamed of. They will outweigh in ultimate importance all the rest of the day's occupations.

To do such work as this you do not have to have an exceptional brain. Descartes, one of the greatest of French thinkers, said:

"I have never considered my mind in any particular more perfect than the mind of the average person."

The brains of men, in measurement, endurance, potentiality, do not differ greatly.

CAN TRAIN THEM ALL

Those things in which we all differ are our wills, our memories, our purposes, our powers of attention. And according to Payot, all of these can be trained by voluntary discipline. Solely upon whether we decide to undertake such discipline depends the question whether we become somebody or nobody.

Will, especially is the vital force lacking in the vast mass of undistinguished people. Wills must be trained, just as a child is taught to walk. If this training is neglected, we go through life without ever having known the excitement, the thrill of using our whole minds and attention for full five minutes.

There are many ways to train the will. Every slightest act, deliberately performed, at the moment it is required, is a tonic to the will. A thousand or a hundred thousand such acts eventually make a will that is obedient to its owner, and that can perform feats which appear to be miracles to the weak-willed. This is the real way to strengthen the will, exactly as we strengthen the muscles of the body.

WILL POWER ESSENTIAL

Will power is the first essential to intensive, productive work. But all such work requires method. For example, suppose you have an important piece of work to do. It is not easy or mechanical in nature. You need all the powers of your brain to concentrate on it, and thinking is hard. Your inclination is to put it off. A score of other thoughts distract you. You cannot reach the point of attack.

Here is a little strategy Payot suggests. But down and picture in your mind in detail all the various motions you will go through in doing the work. Picture the pen in your hand, the data in front of you, the open inkwell, if writing is your task. Picture your hand moving across the page. In a few moments you will find yourself at your desk absorbed in the effort you have set yourself.

Payot says that when he must get up very early in the morning questions of honor or duty do not help him. But if before retiring he visualises himself at a certain hour putting on each article of clothing, performing all the muscular acts of getting out of bed, he will not fail to rise at the hour appointed.

METHOD CONCERNS LIFETIME

This question of method concerns your whole lifetime. Payot points out, and if you are to do any continuous, important labor, it must be studied carefully. Examine yourself. What are the best methods for you? Begin at once to be somebody different, if that is your aim in later years.

Find out how much you can endure without exhaustion, what are the best hours in which to do your work.

Renan, the French historian, was gradually waking up all day and only reached the height of his faulties toward evening. Others are best suited to work very early in the morning. Important here, too, are the amount and kind of food you eat, the number of hours you should sleep, how much manual labor you must mingle with your mental exertion.

If sleep becomes disturbed, it is a warning of approaching exhaustion, and we should cut down on our intensive effort, or break it up with short intervals of rest or exercise. For every individual these laws are different. Study your own capacity. Do not over-rate yourself, but be just as careful not to depreciate your powers of endurance, and so fall into the habit of low quality performance.

HUNGER IN MIND ONLY

Concerning false fatigue, Payot says some interesting things. Everybody has experienced a false sensation of hunger, which when the mind was diverted, disappeared.

There is also a sensation of fatigue that is purely imaginary. This may attack us in the early stages of work, and it must be denied and fought until the moment of "second wind" is reached. Then the whole force of one's being seems renewed, and the heart and lungs seem to operate in glorious rhythm with the action of the mind. Athletes and mountain climbers know this sensation in physical effort.

A general rule of great value is to complete every task we set ourselves. Once begun go straight through with it. If discouragement of the sense of impossibility arises, take the offensive against them, and ultimately the sense of powerlessness will turn into an exultant feeling of triumph. Faraday, a great observer, when asked how he managed to accomplish so much, replied laconically, "Work, completion of work, publication." There is nothing so damaging to the morale as to give up work half finished. It is ten times harder to start next time.

But by method we can avoid much waste in fruitless production. Great men have followed the rule of doing one thing at a time, and knowing clearly beforehand what they would finish in a sitting.

NAPOLEON HARD WORKER

No urging could make Napoleon do anything except at its proper moment, but once engrossed in a particular problem he recognised the existence of nothing else. Yet the time taken in actual work is the shortest, measured in minutes. Make thorough preparation beforehand.

The mind should be planning always, during every conscious moment. Occupied by one dominant idea, it should be set like a trap to catch fleeting impressions that can aid the working out of that idea. Payot compares this mental "trap-system" to a magnet, which draws to itself only steel filings, and ignores wood shavings or bits of paper. If you have one supreme idea to which you give all your forces for a brief time every day, your mind will gather material from every chance source, from every person or episode you meet with in your walks.

MARVEL OF ATTENTION

Payot studies attention, one of the rarest qualities in the world. What is the nature of it? Payot shows us that true attention acts in intermittent rays like the rays of a light-house, and that these powerful gleams of understanding are closely related to breathing. If we breathe slowly, say twelve or even five times per minute, the flashes of attention are more prolonged, and consequently more is accomplished. Profound attention is like radium. A very small quantity in a lifetime produces immense illumination.

Again, what is memory? To most people memory means never forgetting anything that is heard, read or seen. But the useful memory is selected, molded by the will. It rejects facts as often as or oftener than it retains them.

Memory is a conscious, jealously guarded creation of the mind. It is a sacred temple, to which, in time, we learn to invite only chosen guests. And every memory will be shaped and colored by the dominant idea of its owner's life work. Above all, you must cultivate an active forgetfulness. An overstocked, dispersive memory is as useless as a junk-heap or an old fashioned attic.

DEFINES INTELLIGENCE

The basis of Payot's counsel is to become an intelligent person. Unless we do this, we can accomplish little that will be of lasting value. But here, again, he discriminates between the true and the false. There are many wrong notions of intelligence. It does not mean to be clever, to be facile, to talk readily and on any subject. Here is Payot's definition in his own words.

"Real intelligence is the comprehension of things as they are, or the reality of things; and the touchstone by which we are able to identify the genuine metal is action."

Payot Tells How To Get The Joy Out Of Work

The world contains two kinds of mind-workers. Those who do pseudo-work and those who do real, intensive, productive work.

To the latter class work is the supreme joy, the exultation of all their forces under play.

We should ask ourselves which class we belong to. Do we work for fear of punishment? Through mere emulation or envy of others? For the bribe of a reward?

If so we are not exercising one-tenth of our powers of attention, of memory, of originality. We are not in love with our work.

It does not matter how little time we are able to give to intensive mental work. An hour or two a day will accomplish a monumental life-work. Many great men have put in no more.

Brains of great men were not different from the average, but they had great will power, because they trained their wills. We can all do this.

Choose some work you love; do it for a short time each day. Teach your will to concentrate on it. Believe in it absolutely. In this way you will undoubtedly succeed far beyond your expectations.

SUNSHINE SAVES SZECHUEN CROPS; FARMER'S HAPPY

(China Press Correspondence)

Chengtu, August 22.—This has been a month of constant sunshine while June and July, especially the latter were wet. Rain fell day after day and the farmers were in despair. It seemed as if the moisture of the whole earth had been concentrated and poured out over Szechuen. But at last the sun came through and people now are smiling again. Rice has dropped a third in price and if the sunshine continues it will fall to the normal autumn price of a dollar a bushel.

Robbers still terrorise all the North country. Our military seem helpless. Soldiers even desert in batches to join the bandits, since their officers are pocketing such large sums from their pay, why should they not get money in so easy a fashion, they ask. Near Kuanhsien a company of 100 men who had not been paid for several months, murdered their officers and joined Tai Mao-chi's bandit band at Penghsien.

Szechuen is now divided into three factions: those in favor of the North; those in favor of the South; and those in favor of Independence. We could have a couple of Generals in favor of all three so long as they keep their lucrative posts. The province is parcelled out among the military and each General sends civil officials to the districts that fall to him.

Missionaries are now returning to their stations from the mountains. Several parties went exploring in what we locally call the Tribes Country which is to the west. One party attempted to make geography by reaching a certain snow mountain but got misled and failed. A second party went beyond Sifan to Tsakulao.

A third party including Mr. K. K. Service, Dr. Morse and Mr. Helde crossed the wilds between Penghsien and Mongchow. Their route lay over a snow mountain 17,000 feet high. They had several very stiff days through this mountainous wilderness. They will doubtless be publishing the results of their journey. Your correspondent with several trusted Chinese went into the Ching country to Wenchwan, Weikin and Mongchow. From Mongchow he went west up the unknown Heshui River Valley, saw the Chiang there, and then crossed the great divide over into the Fo river valley. By this means he visited many Chiang towns; investigated their life and customs at first hand and learned more about their wounderful religion.

Incidentally he discovered that the valley of the Hehshui river is a great opium route for the import of the drug into Szechuen proper. The people were then busy scratching and scraping the opium bulbs and the work would last until near the end of August. The Chinese have a big opium likin station one day west of Mongchow at a place called Shapa. And I was told that they encouraged its growth even to the point of insistence in some districts.

The country in the uninhabited highlands between the Hehshui and the Fo is beautiful beyond description. Fenimore Cooper's Leather Stocking would regard it as a Paradise after his own heart. It contains all sorts of game and wild animals of many kinds while the climate now is superb. The height of the pass is 13,750 feet.

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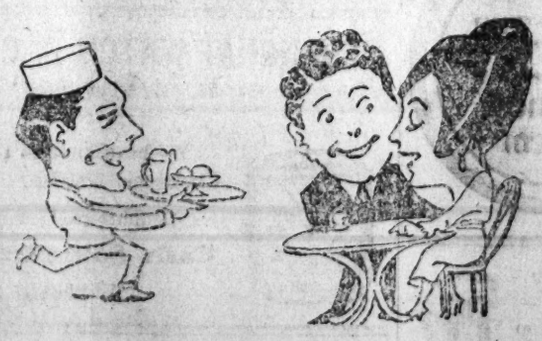

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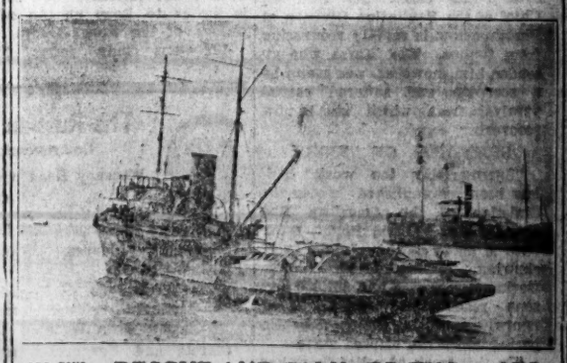

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Final Report Is Issued On Famine Relief Work Of American Red Cross

Description Is Given Of Operations Cost Of Which Were Nearly Two And Half Millions—856 Miles Of Roads Built

The final report of the great work of famine relief that was carried out by the American Red Cross has been forwarded to the Red Cross headquarters at Washington, D. C. by Mr. J. E. Baker, who was in charge of operations in the various famine areas.

The report in question covers the period July 1 to August 10 when Red Cross operations were concluded. The full text of the report is as follows:

"The American Red Cross support of the Tientsin-Peking highway operation closed on July 31, the appropriation having been exhausted. However, an organisation known as the Peking-Tientsin Highway Commission has secured a gift of $50,000 Mex. from the American Advisory Committee and the work will proceed under the direction of the same personnel and the same form of organisation as that employed by the American Red Cross.

WORK IN HONAN

"The Honan operations were discontinued on July 31 with the work completely done except for four miles, for which macadam could not be secured due to the impassibility of connecting roads. This work will be completed during the autumn by other funds in the hands of the individuals composing the American Red Cross organisation at that point.

"The Shansi operations are not complete and according to instructions, the balances remaining under the appropriations have been placed in the hands of the local organisation. The Yellow River Road is considered 75 percent complete. There remain some seven miles of rock blasting and a considerable number of bridges and culverts yet to be finished. This project has received a grant of $150,000 Mex from the Shansi Famine Relief Society, which in turn received much of its resources from the American Advisory Committee. This amount, supplemented by our revenue funds, should be sufficient to complete this job. The Pingtingchow operation can be finished economically with the funds in hand.

"Practically all of our roads have suffered considerably from the very heavy rains of the past three weeks. These rains have been heavy enough to break the seasoned railways in many places. Devastating floods are reported in almost every province. The losses which we have sustained are about as follows:

Yellow River Road	$65,000. Mex.
Pingtingchow Road	10,000. „
Hantan Road	8,000. „
Shantung Road	2,000. „
Total	$85,000. Mex.

"Not all of this is unfortunate as in the two Shansi projects it gave the engineers the exact data which they needed to work upon in making the slight re-location and revision of culvert sites. On the Pingtingchow road, it is now clearly shown that about two miles were located below the high flood level. At Hantan two additional ten feet culverts are needed. On the Honan road, also, additional culverts will be built.

"The health of native workmen appears to have improved since the last report, but that of the foreign personnel deteriorated. The engineering forces show the effect of hard work, exposure and crude commissary arrangements, which are unavoidable in the country. The Chief of Commissary at Hantan is now convalescing from a serious case of dysentery. There have been several like cases. Dr. Horning, Chief of the Sanitation Division at Pingtingchow is rapidly recovering from typhus. The nurse who attended him, however, was stung by a scorpion and suffered partial paralysis from which she is now recovering.

SUMMARY OF WORK

"Summarising the work which has been accomplished under the direction of the American Red Cross, China Famine Relief, reference is made to the July report showing approximately 145,000 workmen recruited and 841,000 persons reached by relief. These figures are not to be altered by the period which has elapsed since.

"In this work of relief there has been expended (in round numbers) local currency $2,428,000. This total is distributed as follows:

	Amount
Food and wages to workmen	$2,025,000
Medical and sanitary	25,500
Commissary, salaries, quarters,	92,500
Engineering, autos, horses,	181,000
General (Peking and field headquarters)	104,000
	$2,428,000

"With respect to the amount of construction produced by this organisation, the following summary is given:

"Shantung 485 miles (50,000 trees planted also).

"Shansi, Pingtingchow, 78 miles (will be completed with American Red Cross funds).

"Yellow River Road and branches 123 miles (75% complete).

"China: Hantan-Taimingfu 46 miles; Paotingfu-Tientsin 75 miles; Peking-Tientsin 12 miles (in unconnected sections).

"Honan 37 miles (all macadamised except four miles).

"Total 856 miles.

"Tingchow Well Project—3,572 wells completed.

"Approximately 15,000 tons of grain have been purchased and distributed on these projects.

"In guaging this amount of work it must be remembered that up until February 19 we were not aware that we should have at our disposal more than $500.000 Gold plus a few miscellaneous pledges. Only the Shantung operation had been organised at that time. Two of the heaviest projects are through difficult mountain territory and two others are in regions subject to flood where careful attention had to be given to drainage. Conception, organisation, survey, provisioning and executing of the work has been thrust into this limited compass of time. The quality of some of the work and the expense of considerable of it have been sacrificed, of course, in order to make employment available in time for it to be of service.

COMPARISONS

"In view of this condition, it may be worth while to consider the final approximate costs:

Operation	Miles	Expenditure (Local Currency) Total	Per Mile
Shantung	485	$834,000.00	$1,719.00
Hantan	46	115,000.00	2,500.00
Pingtingchow	78	500,000.00	6,410.00
Pingyao	21	25,000.00	1,200.00
Honan	37	70,000.00	1,880.00
(Thirty-three miles macadamised)			
Tientsin-Peking	12	50,000.00	4,166.00
Paotingfu-Tientsin	75	25,000.00	333.00
(Repair work only)			
Tingchow Wells, 3,572 wells, $27.19 per well.			
(Red Cross portion only)			

"In the past considerable has been said concerning the inefficiency of famine labor. Certain comparisons which are now possible are valuable on this point. Take the Shantung operation for example—the cost figure is $1,719 Mex. per mile. These costs include supervision, engineering and medical service as well as actual payment to laborers. The most economically constructed railroad in China, the Taokow-Chinghua, shows a cost of $1,333 per mile of line for the earthwork alone. This was constructed some fifteen years ago when the costs of labor and food for labor were less than one half of the costs during the past winter. In addition it must be remembered that the American Red Cross deliberately carried on work during the winter months when frost made efficiency impossible, in order to keep up the relief phases of the work.

"If one may judge from current expressions of opinion, future attemps at relief of distress in China will take the form of employment upon work of public improvment much more generally than in the past. Hence a comprehensive report covering the methods followed, forms used, prices paid, in our various operations is being prepared with the hope that it may be of service when future relief is required.

NORMAN MERMAID DEAUVILLE'S PRIDE

Old Gold Costume Shimmering With Scales Cynosure Of All Eyes

Deauville, France, July 30.—Every one watches for the daily appearance on the beach of the "Norman mermaid." It is a golden-haired, sylph-like girl who has earned this flattering name that just fits by her appearance in an old gold bathing costume made of some shimmering scaly texture. This is the most striking costume yet seen, which is no small praise, for the bathing dresses this season are more freakish than ever.

Like the restaurant prices, they have been revised upward. Many carry an elevated superstructure so as to protect the neck and shoulders from the heat of the sun, but leaving the lower regions to take care of themselves.

Quite a sensation was created by an American girl appearing on the beach in stockings—discarded long since by almost all women here. On the other hand, dresses are undergoing a lengthening process. Ankle-long skirts have made their appearance.

Another novel feature of fashion is the "slit corsage," a sort of over-blouse with slices cut out through which indiscreet glimpses are caught of what's underneath.

One of the latest fads of the Deauville girl is to carry a sword-stick incased in rare woods, with a horn or ivory handle. Many American girls are going in for daily sword practice betwen the bathing and dancing hours.

General O'Neill Rallies Slightly After Operation

Rochester, Minn., July 30.—General C. T. O'Neill, a Major-General at Camp Hancock, Ga., during the World War, who recently submitted to an operation, was reported today to be improved, though his condition is still critical. Dr. A. A. O'Neill, of Chicago, a brother of the army officer, performed the operation.

Ill for about a month, General O'Neill was operated on for ulcer of the stomach last Saturday.

American Bodies Are To Entertain Gen. Leonard Wood

In honor of Maj.-Gen. Leonard Wood, who has been appointed Governor-General of the Philippines, and Mr. W. Cameron Forbes who are coming to Shanghai on September 17 accompanied by members of the Philippine Mission a dinner dance is to be given by the American Association and the American Chamber of Commerce on the evening of September 17 at the Carlton Cafe. Invitations for the affair have been issued.

General Wood and the mission he heads are to make a visit to Peking and after their arrival on the liner Empress of Asia they will proceed the next day, Saturday September 18, to Peking.

Infantile Mortality in Japan

There were 16,798 deaths of sucklings and infants of not more than five years old in Tokio in 1919, according to the returns of the Metropolitan Police, with the highest records for Honjo, Asakusa, and Fukagawa, the poor quarters. According to investigations made by a scholar, in Honjo and Fukagawa only 68.3 percent of births live, 37.1 percent dying.

STRENUOUS AMERICANS

And The Price They Pay.

Americans are proud of being a strenuous people but as a result of overwork, hurried meals and insufficient rest many of them suffer from maladies due to vitiated blood and disordered nerves.

As a remedy in such cases Dr. Williams' pink pills, the famous blood and nerve tonic, enjoy an enormous popularity in all parts of America. Here is the description given by Mr. A. E. Ballman, a bank teller who lives at 621 Euclid Avenue Los Angeles, California of how the pills cured him of headaches and other troubles due to over-worked nerves.

"I had a nervous breakdown several years ago from which I never fully recovered," says Mr. Ballman. "I was irritable and nervous, and suffered from frequent headaches that were very severe and sometimes of long duration. My sleep was broken and unrestful.

"Through reading about Dr. Williams' pink pills I was led to try these pills. There was an improvement after I had taken half a bottle of them. Then gradually my nerves regained their strength the headaches became less severe and less frequent, and now I sleep soundly and feel better than I have for a very long time."

Dr. Williams' pink pills for pale people tone up the entire system, make the blood rich and red, drive away that unnatural tired feeling. Your own druggist sells them, or you can obtain them direct by mail, $1.50 the bottle, $8 for 6 bottles, from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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Business and Official Notices

(Continued from Page 24)

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The particulars of the orders are as follows:

Issued by:

Shun Kong (慎康),	No. 8625	— $ 500 —	Due Sept.	3, 1921
Tien Foong (天豐),	No. 4019	— $ 510 —	„ „	4, „
Tung Tai (同泰)	No. 395	— $ 258 —	„ „	5, „
Yuen Yue (源裕)	No. 9493	— $1,050 —	„ „	12, „

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Ministry of Communications

This Ministry has requested the Railway Car Loan Chinese Banking Group to issue 8% Railway Car Loan Bonds of $6,000,000 which are opened to subscription from today to 30th September, 1921.

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Ta Wern Rural Industrial Bank
Bank of Communication
King Cheng Banking Corporation
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TO LET, well furnished house. Eight rooms, bathrooms, etc., furniture and household implements to be taken over. Apply to Box 761, THE CHINA PRESS.
41251 S.1

TO BE LET, immediately furnished house, 128 Sinza Road, containing 4 large and 3 small rooms, 2 bathrooms, kitchen, pantry and verandah. Terms moderate. Apply to Box 758, THE CHINA PRESS.
41242 S. 11

TO LET, two furnished rooms with board, bath, hot and cold water, private verandah, garage, garden; will rent separately or en suite. 300 Avenue Joffre.
41128 S. 11

LOST OR STRAYED

ONE IRISH SETTER BITCH, red color with white stripe on nose. Finder please return to No. 114 North Honan Road, corner of Tiendong Road. Reward if necessary. 41191 S. 11

APARTMENTS

TO LET, with American family, nicely furnished, double room with bath, geyser, suitable for couple or two bachelors, good table, $75 each per month. Trams stop in front of door, 312 Avenue Joffre, Phone C. 3255.
40221

TO LET, one big room with verandah and private bath, and two small rooms. Mrs. T. Doutsoff, 18 Range Road. 41252 S.14

HIGH-GRADE boarding accommodation to let in first-class establishment. Terms very resonable with rooms, cuisine and service of the very best. Close to trams and shopping district and within easy reach of the business section. Only a few more rooms available. Here is where you can get your money's worth with no regrets. Apply in first instance to Box 776, THE CHINA PERSS.
41278 S.13

ANYONE with quiet habits who cares to take a comfortable room, in a private family, with good board and attendance, quiet neighborhood, Hongkew district, near trams No. 2, 6, 11, 12, communicate with Box 738, THE CHINA PRESS.
41208 S. 11

TO LET, No. 7 Boundary Terrace off Hannen Road, 17 rooms in all detached garden, etc. Immediate possession. Apply to Brandt and Rodgers, No. 121 Szechuen Road, Tel. C. 1119. 41146 S. 11

TO LET, well-furnished rooms with private bathrooms and verandah. Apply 3 Young Allen Terrace, opposite Quinsan Garden.
41095

TO LET, one unfurnished flat of two large rooms, bathroom and kitchen. Apply Mrs. Davis, 15 Markham Road. 41082 S. 11

TO LET, 2 or 3 rooms with kitchen and bathroom. Avenue Joffre 301D.
41085 S. 11

TO LET, from 15th inst. near French Park well furnished room with full board, private bath and all modern conveniences. Suitable for couple or two bachelors. Tram No. 10 stops in front of house. Apply to Box 711, THE CHINA PRESS. 41157 S.15

FRENCH concession, furnished room and modern bathroom to let, with full board for one gentleman only. Terms $125 per month. Apply to Box 731, THE CHINA PRESS. 41198 S. 11

TO LET, a flat of two large rooms with board, closed in verandah, bathroom attached. Also small room. Apply 19 Nanzing Road.
41166 S. 16

TO LET, Western district one comfortable room with good board and attendance. Apply to Box 713, THE CHINA PRESS.
41159

TO LET, in Western district, comfortably furnished bedroom with excellent board, bath, garage, verandah, telephone, use of piano. Apply from 10 a.m. to 2 p.m. and from 5 to 7 p.m. 19D Connaught Road, 5th house from the corner Ferry Road. 41206 S. 11

TO LET, two well furnished rooms with board, with private English family. Each room with own bathrooms. Western district. Telephone. Apply to Box 734, THE CHINA PRESS. 41202 S. 11

WANTED, 1st November or later in Western district, six-roomed house unfurnished, or furniture can be taken over. Lease 2 to 3 years. Apply to Box 720, THE CHINA PRESS.
41169 S. 11

TO LET, flat of two rooms with bathroom attached, also furnished room with bath and verandah, no board. Apply 58 Range Road.
41190 S. 15

WANTED, furnished or partially furnished apartment of two or three rooms and kitchenette, bath—no board. French town or Western district, suitable for two business women. Telephone on promises. Apply to Box 736, THE CHINA PRESS. 41204 S. 11

SITUATIONS WANTED

YOUNG American gentleman with good knowledge and practice in accounting, shipping and importing, eight years experience in the Orient, desires position as assistant manager or accountant. A1 Credentials. No objection to outport. Apply to Box 768, THE CHINA PRESS.
41259 S.15

YOUNG English lady seeks position as steno-typist, seven years London experience. Apply to Box 762, THE CHINA PRESS.
41254 S.13

ADVERTISER can highly recommend Cantonese boy as gentleman's boy or for stewardship or house work, speaks and understands English well. Apply to Box 772, THE CHINA PRESS.
41264 S.14

AMERICAN with college training and seven years experience in mission work in the Orient, open to engagement, teaching English and other branches in School or College. Apply to Box 746, THE CHINA PRESS.
41223

AMERICAN lady, college graduate, eight years experience in China, with knowledge of mandarin, desires position as teacher of English in boys' school. Apply to Box 779, THE CHINA PRESS.
41285 S.13

LET the Y.M.C.A. Employment Department help you find the right man for the next vacancy in your office. Fifteen years of experience, hundreds of satisfied employers. Address Mr. C. C. Hsu, Employment Secretary, No. 120 Szechuen Road, Shanghai, or phone Central 5200.
41072

DYER & TEXTILE ENGINEER (Chinese), English University graduate, with wide practical mills experiences. Specialized in the manufacture of woollen, worsted yarns and fabrics. Open to engagement, outports no objection. Apply to Box 701, THE CHINA PRESS. 41139

YOUNG Chinese with knowledge of typing, coding, bookkeeping, etc., desires extra work after office hours. Apply to Box 753, THE CHINA PRESS.
41237 S. 13

YOUNG Chinese desires to take any employment in America at moderate salary. Apply to Box 747, THE CHINA PRESS.
41227 S. 11

EXPERT, in fur business with many years experience, seeks position. Salary no object. Apply to Box 754, THE CHINA PRESS.
41238 S. 14

EXPERIENCED young lady stenographer, American, desires position. Apply to Box 751, THE CHINA PRESS. 41230 S. 13

PARTNER WANTED, to invest up to taels ten thousand in going import and export business, which has good foreign connections and possibilities. Apply to Box 727, THE CHINA PRESS.
41185 S. 15

AN EXPERIENCED young lady, seeks position as steno-typist, with knowledge of filing and coding. Salary no object. Apply to Box 608, THE CHINA PRESS.
41167 S. 11

ENGINEER (British), with wide and practical experience of marine and general machinery is open for engagement. Apply to Box 700, THE CHINA PRESS.
41138 S. 13

POSITION WANTED, by American woman of ability and experience both in U. S. and Far East, any clerical capacity, secretarial, filing, coding; salary commensurate with work and living requirements. Apply to Box 705, THE CHINA PRESS.
41150 S. 11

WANTED position as chief bookkeeper by an experienced Portuguese, disengaged 1st October. A.1. references as to honesty, ability and character. Very useful in all round office routine and also can type. Salary no object. Apply to Box 594, THE CHINA PRESS. 40913 S. 14

APARTMENTS

Connaught House
8 Quinsan Garden
vacant 22nd August. One large room with bathroom. Full board.
Board and Residence
Apply Mrs. G. POLLOCK.

FRONT ROOM to let, with bathroom and verandah (full board). Apply 14 Quinsan Garden.

TO LET, two small rooms with full board. Bubbling Well Road. Apply to Box 641, THE CHINA PRESS.

ORIENTAL HOUSE,
31 Boone Road.
One large room and one large attic facing garden and also small room. Hot and cold water bath attached. Suitable for married couples or bachelors. Moderate prices. Table under the personal supervision of the American proprietress. Tel. North 1102.
41133

SPEAKIN' 'bout Boarders! I've run out of interesting topics and as I just crave being in the Slimelight of Shanghai, I'll follow tradition and talk; maskee what I have to say! If life bores you and you ain't gettin' any kick out of it, just try pleasin' Boarders. Why one lady objected to Twin-beds, said they separated too many families, another thought there was too much mustard in something I used to serve; one couple got "awful upstage" because I discovered "they was" married but not, to each other; and "me" tryin' to keep the home sacred. Then Jerry Carrots went away (why the name of Carrots I never could figure but then Carrots is long, thin and yellow, and may be the Red that makes them "Orangey" is the Blush of their Virtue of Inexperience too) but then that's something else, you see a lady caused Jerry's departure, she lied to him, and it almost broke him up, she told him—her husband was out o'town. Now you can't blame my house cause—he knew Jerry's address and I'm not near enough Rifle Range for Target Practice. Give me regular folks every time and there ain't anything I won't do to make them at home. I have a large room with private bath for a fellow to share with a very fine chap. Elmont, 18 Quinsan Garden, North 844 my telephone number reminds me of a "party" here last winter Gawd bless his appetite (that's why I say a "party"). Be sure 844. After September 15th I will serve tiffins and dinners to non-residents on a monthly basis and also include breakfast same as 'ast year. Make your reservations early.
41270

TO LET, in a private family, two large well furnished rooms with bathroom and verandah. Apply 272 Avenue Joffre, 12 to 2 and 5 to 7 o'clock. 41196

ONE large room with board with an American private family. Apply to Box 690, THE CHINA PRESS.
41253 S. 14

LARGE well-furnished, airy room, suitable for married couple or two bachelors. Clean and wholesome food served. Terms moderate. Use of telephone. Apply Mrs. Kelly, 22 D. Range Road. 41249 S.14

TO LET, room and board for two in private American family, excellent table board. Moderate rates. 495, Avenue Joffre.
41265

HOLLYWOOD, 301 Avenue Joffre, single and double room with board. American home. 41121

TO LET in private family, one or two well furnished rooms, free use of kitchen. Pleasant location, opposite Race Course. Apply to F129 Bubbling Well. 41224 S. 11

TO LET, furnished, one south bedroom, modern bathroom, real home, combined with excellent food, apply 24 Route Pere Robert between 4 and 7 p.m. 41231 S. 11

TO LET, immediately, unfurnished 4 rooms, modern bath, verandah and kitchen, near Hongkew Park. Suitable for a small family. Apply 10 Scott Road, 9 to 10 a.m. and 1 to 3 p.m. 41235 S. 11

APARTMENTS

TO RENT, in French concession furnished house six rooms, modern, from October 15th, for six months or longer. Apply to Box 778, THE CHINA PRESS. 41279 S.11

EXCHANGE AND MART

WRIGHT & BELYEA have only a few more Stock Motor boats on hand. Owing to having bought these boats at a very favorable exchange we are offering them at 50 per cent less than they can be duplicated for. Now is your opportunity. Prices to suit you. Woosung and 8 North Honan Road. Tel. North 295.
40958

FOR SALE, valuable land for Cotton Mill or other industrial purpose. About 70 mow situated in Yangtszepoo District. Water frontage. Apply to Box 767, THE CHINA PRESS. 41258 S.17

FOR SALE, number XI cabinet Victrola, used only a few months; also oak dining-room set, book-case and refrigerator, all practically new. Prices reasonable as party is leaving Shanghai. Address A. C. Hansen, 91 Yu Yuen Road, or Telephone W. 2276.
41226 S.13

FOR SALE, Dort car in good running order. Apply to Box 775, THE CHINA PRESS. 41271 S.14

A REAL BARGAIN. Seven seater, eight-cyl., Cole Motor Car in A1 running condition, for special reasons to be sold at a sacrifice. Apply to Box 774, THE CHINA PRESS.
41269 S.17

MOUTRIE piano for sale. Please apply 17 Whangpoo Road.
41283 S.14

WE always have slightly used cars of all makes in stock; if you are looking for a bargain, don't fail to look over our list, or 'phone us for particulars. The Auto Castle, 228 Avenue Joffre, 'Phone C. 402. 41286

FOR SALE, Barbed Wire. An excellent opportunity to obtain very serviceable material for fencing, etc., at a low cost. Apply L. V. Lang, No. 8 French Bund.
40955

SAFETY Razor Blades sharpened like new, three cents single, four cents double blades. Send your old blades to the Y.M.C.A. Barber Shop—"The Sanitary Shop," 120 Szechuen Road.
41071

WANTED to buy second hand full size billiard table with balls, cues, etc. Apply to Box 748, THE CHINA PRESS. 41225 S. 17

FOR SALE, one Eastman Kodak No. 3A Special, set with Bausch-Lomb Tessar Lens f 6. 3. Almost new and in perfect condition. Apply to Box 755, THE CHINA PRESS. 41239 S. 13

BEDS—two entirely new American double beds with high grade mattresses for sale. 172A North Szechuen Road. 41217 S. 13

FOR SALE, three 32 x 3½ Goodrich Tyres, at Tls. 36.00 each and one 765 x 105 Lee Tyre, at Tls. 37.00. Apply to Box 723, THE CHINA PRESS.
41178 S. 11

ERNEMANN CAMERA wanted. Vest Pocket size. Goerz or Zeiss lens. Apply to Box 737, THE CHINA PRESS. 41205 S. 11

GLASS FOR SALE, about 6,000 square feet, wire-reinforced, ribbed one side, size 12" by 18" by ¼" thick. Inquiries to Box 611, THE CHINA PRESS. 40966

FOR SALE, white calico, Landscape chop, 34" X 40 yards, price $14.00 per piece. Only a few more left of this quality. Probst, Hanbury & Co. Ltd., 10 Nanking Road.
41182

FOR SALE, Henderson motor cycle, 4 cylinder, 10-12 H.P., just overhauled, as good as new, run 8-900 miles. Price Tls. 500 or nearest offer. Apply to Box 691, THE CHINA PRESS. 41122 S. 11

TO BE SOLD AT A SACRIFICE 100 CASES OF SALAD OIL. Apply to Box 670, THE CHINA PRESS. 41081 S. 11

MOTOR CAR BARGAIN, Buick 5 passenger touring car, fully equipped, wire wheels, new tire and tube as spare. Car just like new. Driven less than 2,000 miles. Insured for nine months. Quick sale necessary. Owner going home. Will sell on terms to responsible party. Apply to Box 644, THE CHINA PRESS. 41026 S. 14

How The Little Old WISE Man Sold His Used Auto Tires

GOSH! DIDN'T KNOW I HAD SO MANY OLD TIRES--SHOULD HAVE GOT RID OF 'EM WHEN I SOLD THE CAR!
GUESS I'LL HAND THE WHOLE BATCH TO THE SCRAP MAN——!
WAIT A MINUTE, MISTER. THOSE TIRES LOOK PRETTY GOOD. LITTLE AD IN THE PAPER WILL GET YOU A FAIR PRICE FOR 'EM
YEA, YA MAY HAVE THE LOT AT THE FIGURE YA NAMED-AN' DARN GLAD YA CAME ROUND.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£3,000,000
Reserve Fund	3,600,000
Reserve Liability of Shareholders	£3,000,000

Head Office:
28 Bishopsgate London, E. C.
Shanghai Branch: 18 The Bund

Court of Directors:
Sir Montagu Cornish Turner, Chairman
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Neville Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
Sir John Newall Jordan, P.C. K.C.I.E., K.C.B., K.C.M.G.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial and Union Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Alor Star (Kedah)	Hongkong	Puket
Amritsar	Iloilo	Rangoon
	Ipoh	Saigon
	Karachi	Seremban
Batavia	Klang	Shanghai
Bombay	Kobe	Singapore
Calcutta	Kuala-Lumpur	Sourabaya
Canton	(F. M. S.)	Tientsin
Cawnpore	Madras	Tavoy
Cebu	Manila	(Lower Burma)
Colombo	Medan	Taiping
Delhi	Peking	New York
Haiphong	Penang	Yokohama
Hankow		

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

R. W. ROBERTSON,
Acting Manager.

Banque De L'Indo-Chine

	Francs.
Subscribed Capital	72,000,000.00
Paid-up Capital	68,400,000.00
Reserve Fund (1/6/20)	69,500,000.00

Head Office:
15 bis, Rue Lafitte, Paris.

Branches and Agencies

Saigon	Pnom-Penh	Battambang
Haiphong	Hoihoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mengtze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais.

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts in taels and francs according to arrangement.

L. ARDAIN, Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabes."

Capital	Yen 10,000,000
Head office	Peking.
Registered in the Ministry of Finance.	

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

T. TSENG, Manager

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$16,000,000
Reserve Funds:—	
Sterling	£2,500,000
Silver	$21,500,000
Reserve Liability of Proprietors	$15,000,000

Head Office: HONGKONG
Court of Directors:
G. T. M. Edkins, Esq. Chairman
G. M. Dodwell, Esq. Deputy Chairman.
D. G. M. Bernard, Esq.
A. S. Gubbay, Esq.
Hon. Mr. P. H. Holyoak.
A. O. Lang, Esq.
Hon. Mr. E. V. D. Parr.
W. L. Pattenden, Esq.
J. A. Plummer, Esq.
H. P. White, Esq.
Chief Manager.
Hon. Mr. A. G. Stephen.

Branches and Agencies:

Amoy	Ipoh	Penang
Bankok	Johore	Rangoon
Batavia	Kope	Saigon
Bombay	Kuala Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank Ltd.

Shanghai Branch: 12 The Bund
Sub-Agency: 9 Broadway

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
Capital Contributed by Chinese Government	Kup. Tls. 8,500,000
Reserve Fund	1,750,000

Head Office:
Paris, 9 Rue Boudreau
London Office:
64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Milan: Credito Italiano.
Rome: Banco di Roma.
New York: The Irving National Bank.

FAR EASTERN BRANCHES:

Bombay	Harbin	Shanghai
Chanchun	Hongkong	Tientsin
Chefoo	Manchouli	Urumtchi
Dairen	Kashgar	Vladivostock
Hailar	Newchwang	Yokohama
Hankow	Peking	Kobe

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars. Terms on application. Local Bills discounted.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.
Count L. Jezierski,
General Manager.
Th. de Krzywoszewski,
Manager.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid up Capital	Frs. 50,000,000
Reserves	Frs. 15,978.00

Head Office: BRUSSELS
London Office, 2 Bishopsgate, E.C.2
Paris Office: 2 Place de la Bourse
Branches: Cologne, Bucharest, Alexandria, Tantan, Cairo, Peking and Tientsin.
Agents:
(1) Manchester, 31 Mosley Street
(2) New York, 22 William Street

President:
JEAN JADOT
Gouverneur de la Ste Gle de Belgique

Correspondents in all important cities of the world

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements

Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours 10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

The Bank Of Canton, Limited

Incorporated 1912

Capital paid up	£1,200,000
Reserved fund HK.	$400,000.00

HEAD OFFICE
No. 6 Des Voeux Road, Hongkong

SHANGHAI OFFICE
No. 2 Ningpo Road.

BRANCHES AND AGENCIES

Canton	Bangkok	S. Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

WONG WEN-KUANG,
Manager.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital	$2,500,000.00
Reserve Fund	$500,000.00

Head office: *Shanghai*
Peking and Kiangse Roads.
Tels: Manager's Office: Cen. 2650
General Office: Cen. 2613 & 2614

Branches
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, Paris, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

Shen Chu Hsu, Manager.
Shu Chin Min, Sub-Manager.
Y. S. Tung, Acting Sub-Manager.

滙海實業銀行
Hwei Hai Industrial Bank, Ltd.

Founded and organised by Chang Chien and Chang Cha 1919

Head Office:
NANTUNGCHOW
Shanghai Branch:
22 KIUKIANG ROAD

Capital	$1,000,000

Tels: Manager's Office Cen. 5803
General Office: Cen. 5802

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars according to arrangement.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

International Banking Corporation

Capital, Surplus & Undivided Profits G.$14,000,000

Owned By
THE NATIONAL CITY BANK OF NEW YORK.

Head Office:
60 WALL STREET, NEW YORK

London Office: 36 Bishopsgate E. C.
Lyons Office: 27 Place Tolosan
San Francisco Office:
332 Montgomery Street

Branches

China		Rangoon
Canton		Japan
Hankow		Kobe
Harbin		Yokohama
Hongkong		
Peking		Java
Shanghai		Batavia
Tientsin		Sourabaya
Dominican Republic		Panama
Barahona		Colon
Puerto Plata		Panama
San Francisco de Macoris		Philippine Island
San Pedro de Macoris		Cebu
Sanchez		Manila
Santiago		Spain
Santo Domingo		Madrid
India		Barcelona
Bombay		Straits Settlements
Calcutta		Singapore

Branches of
THE NATIONAL CITY BANK OF NEW YORK

Argentina		Cuba
Buenos Aires		Havana and 22 branches
Rosario		
Belgium		England
Antwerp		London
Brussels		Italy
Brazil		Genoa
Bahia		Peru
Pernambuco		Lima
Porto Alegre		Porto Rico
Rio de Janeiro		Ponce
Santos		San Juan
Sao Paulo		South Africa
Chile		Cape Town
Santiago		Uruguay
Valparaiso		Montevideo
Colombia		Venezuela
Barranquilla		Caracas
Bogota		
Medellir		

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

N. S. MARSHALL, Manager.
1a Kiukiang Road.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-Up Capital	$12,279,800.00
Reserve Fund	$1,298,522.60
Special Reserve Fund	$1,898,393.62

Head Office: Peking.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, New York, San Francisco, Tokio, Osaka, Yokohama.

SHANGHAI BRANCH.
3 Hankow Road.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

Sung Han-chang.
Manager.
Shanghai, 15th February, 1919.

Kincheng Banking Corporation
行銀城金

Sanctioned by Ministry of Finance and registered in Ministry of Agriculture and Commerce in accordance with Banking and Company Laws.

Authorised Capital	$5,000,000
Paid-up Capital	$4,500,000
Surplus	$ 360,000

Branches: Peking, Shai, Tientsin
Bankers:
Italy: Credito Italiano, Banca Italiana di Sconto, Banco di Roma.
London: Credito Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France: Credit Commercial de France.
United States: Credito Italiano, Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga.
Switzerland: Banca Unione di Credito.

Current, fixed and savings accounts carried in Taels, Dollars Sterling, U.S. Gold, Italian Lire Francs and other currencies. Terms on application.

General banking business transacted. Special facilities for Italian exchange.

Telegraphic Address: Banksinit SHANGHAI. No 16 Kiukiang Rd
Tel. C. Nos 5090 and 5091.

G. GIACHING: SHU LING.
Managers.

Nederlandsche Handel Maatsc happij

(Netherlands Trading Society)
Established 1824.

Paid-up-Capital:	Guilders 80,000,000 (about £6,666,666)
Reserve Funds:	Guilders 17,353,234 (about £1,446,107)
Special Reserve:	Guilders 25,160,000 (about £2,096,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM

Branches

Ban Ajermasin	Pekalongan
Bandoeng	Palembang
Bombay	Penang
Calcutta	Pontiana
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kobe	Soerakarta
Kota-Radja	Tebing-Tinggi
Langsa	Tegal
Makassar	Telok Betong
Medan	Tjilatjap
Padang	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Acting Manager.

東亞銀行
The Bank of East Asia, Ltd.

Shanghai Branch:—30 The Bund

Authorised Capital	$10,000,000.00
Paid up Capital	$5,000,000.00

Head Office: Hongkong
London Bankers: The London Joint City & Midland Bank, Ltd.

Every description of banking and exchange business transacted
Loans granted on approved securities
Fixed and current deposit accounts opened on terms according to arrangement.

RUE CHENG,
Acting Manager

The Chekiang Industrial Bank, Ltd.

Established 1908

Capital	$1,000,000.00
Reserve Fund	$ 133,816.00
Undivided Profits	$ 71,080.00

Head Office and Branches:
Hangchow, Shanghai, Haimon and Lanchi.
Domestic Agencies:
Throughout CHINA'S principal Cities.
Foreign Correspondents:
London, Paris, Rotterdam New York, Chicago, San Francisco, Hamburg, Berlin, Tokyo Kobe, Yokohama, Osaka, Hakodata, Seoul, Fusan and Hongkong.

Interest allowed on Current Accounts and fixed Deposits according to arrangements.

Saving Accounts at 4% compound interest.

Every description of Banking and Exchange transacted.

LI MING,
Manager.

SHANGHAI BRANCH,
U39 Peking Road.
Tel. C. 3145, Manager's Office
C. 2147, General Office
Cable Address:
"CHINDUBANK" Shanghai.

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars.	4,800,000
Aut. Cap. Gold It. Lire	16,000,000
Paid up Capital	Silver $1,200,000
Paid up Cap. Gold It. Lire	4,000,000

Branches: Peking, Shai, Tientsin
Bankers:
Italy: Credito Italiano, Banca Italiana di Sconto, Banco di Roma.
London: Credito Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France: Credit Commercial de France.
United States: Credito Italiano, Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga.
Switzerland: Banca Unione di Credito.

Current, fixed and savings accounts carried in Taels, Dollars Sterling, U.S. Gold, Italian Lire Francs and other currencies. Terms on application.

General banking business transacted. Special facilities for Italian exchange.

Telegraphic Address: Banksinit SHANGHAI. No 16 Kiukiang Rd
Tel. C. Nos 5090 and 5091.

G. GIACHING: SHU LING.
Managers.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1919
Head Office: TIENTSIN

Subscribed Capital	$2,000,000.00
Paid-Up Capital	$1,500,000.00
Reserve Fund	$ 124,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
		Cincinnati	

And also in other principal cities in foreign countries.

Shanghai Branch:
8441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits, in taels, dollars, and other currencies according to arrangement.

Credits granted on approved securities.

Y. B. Sun, Manager
T. D. Zar, Sub-Manager

PARK-UNION FOREIGN BANKING CORPORATION

Capital G.$4,000,000
Surplus and Undivided Profits G.$621,000
HEAD OFFICE, 56 WALL ST., NEW YORK
BRANCHES:
SAN FRANCISCO SEATTLE
TOKYO PARIS YOKOHAMA
CANADA—400 branches of the Union Bank of Canada
Shanghai Branch: 7 Kiukiang Road, Tel. C. Nos. 5874 & 5875.
CURRENT & FIXED DEPOSITS
Accepted in Taels, Mexican Dollars, U. S. Dollars, Canadian Dollars, Sterling, on Application.
Every description of banking and exchange business transacted.
F. V. REILLY,
Manager.

The Shanghai Commercial & Savings Bank, Ltd.

Head Office: 9 Ningpo Road

Capital	$2,500,000.00
Reserve	$380,000.00

Every description of modern banking and exchange business transacted—Personal, National & International.

Branches and Agencies:
In principal cities throughout China.

Foreign Correspondents:

London	New York	Yokohama
Paris	Chicago	Tokyo
Marseilles	Seattle	Osaka
Amsterdam	San Francisco	Manila
Berlin	Singapore	

Cable Address:
"COMSAVBANK"

K. P. CHEN,
General Manager.

Authorized Capital: $20,000,000
Paid-up $ 5,000,000

中南銀行
CHINA & SOUTH SEA BANK, LTD.

4 Hankow Road, Shanghai.

Every kind of banking business transacted. Agents and correspondents all over the world.

Telegraphic Address: Chinasosea

Tel. Nos. { *Managing Director*: C 6324 / *Foreign Exchange*: C. 3099

Y. Hou,
Managing Director.

Passengers Arrived

Per C.N. s.s. Szechuen from Hongkong: Mrs. T. Nan, Mr. and Mrs. G. Stephensen Messrs. Ketran, Joy, Huddle.

Per C.M. s.s. Kiangshun from Hankow: Mr. Zanette and child, Mr. and Mrs. Frederick and child.

Per C.N. s.s. Tatung from Hankow: Mr. and Mrs. F. G. Walker, Col. and Mrs. Coseus, Mrs. Lalenstine and 2 children, Miss Richards, Miss Whitehead, Mtssrs. A. C. Palmer, F. Brund, G. H. Axeman, Macbeth, A. G. Cooper, Dr. Sugg.

Per S.M.R. s.s. Sakaki Maru from Dairen and Tsingtao: Mr. and Mrs. M. Oliveira and 2 children, Mr. and Mrs. F. W. Sutterle and 2 children, Mr. and Mrs. A. B. Hykes and 3 children, Mr. and Mrs. H. S. Honigsberg and 2 children, Mr. and Mrs. B. F. Brown and 3 children, Mr. and Mrs. D. C. Oldenborg and 2 children, Mr. and Mrs. H. West Mr. and Mrs. J. De Lay, Mr. and Mrs. Cazier and child, Mr. and Mrs. Tewsbury and child, Mr. and Mrs. E. H. Rimrod, Mr and Mrs. F. J. Bardens, Mr. and Mrs. W. Brockwain, Mr. and Mrs. J. P. Gray, Mr. and Mrs. Liang Shih-yih, Mr. and Mrs. Faweeth, Mrs. Tschlesinger and 2 children, Mrs. M. Spaling and child, Mrs. Zavernaeff and child, Viscount L. Acheson, Mrs. J. Elchward and child, Mrs. B. Jacobson, and child, Mrs. Ward and 3 children, I. Steznovich, M. White, T. Dollesoff, M. Collage, Mrs. Lipkovsky and child, Mrs. Sang, Mrs. S. Fuji, Mrs. Howard, Mrs. B. V. Duyn, Messrs. W. H. Lees, M. Rabinovitch, G. Sibiril, A. Bilanieff, T. D. W. Bannister, H. Hayashi, P. H. Millard, Marderfeld, T. A. Kimer, T. Kaneko.

Passengers Departing

Per I-C. s.s. Choyeang for Swatow: Mr. and Mrs. J. H. Giffin and 2 children.

Per S.M.R. s.s. Sakaki Maru for Tsingtao and Dairen: Mr. and Mrs. de Roo de la Faille, Miss Nepza, Mr. and Mrs. S. A. Schinger, Mr. and Mrs. Ho Sahi Kut, Mr. and Mrs. Eliaschem, Mr. and Mrs. I. M. Dveyrin, Messrs. H. L. Pobey, J. E. Cooke, N. M. Draper, J. Gibson, Muranitzky, Th. Kregessy, Blanche, E. H. Heath, A. S. Kent, F. C. Banham, S. F. Guy, L. Rondon.

Per C.M. s.s. Kiangyung for Hankow: Mr. and Mrs. Faucett, Mr. and Mrs. J. M. V. Rebeiro and child, Mr. and Mrs. W. Wilder.

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:—
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Chinese American Bank of Commerce

Established by American and Chinese Capitalists under Special Charter of the Government of China April 12th, 1919.

Authorised Capital	G.$10,000,000
Paid-up Capital	5,000,000

Head Office: Peking.

Branches:
Hankow, Harbin, Manila, Peking, Shanghai, Shihkiachwang Tientsin, Tsinan.

Correspondents throughout the world including the interior of China.

The Bank receives deposits; grants loans; issues drafts and makes telegraphic transfers; buys and sells foreign exchange; issues commercial and circular letters of credit; collects bills, checks and other documents; and does other general banking business.

Shanghai Branch:
No. 11A Nanking Road.

Telephone Nos. Central 5841, 5842 and 5843.

H. KANN, Manager.
LOUIS SHEN, Assistant Manager.
SOOYII K. SHEN, Assistant Manager.

Bank of Communications

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN, Acting Manager.

The Industrial Development Bank of China

SHANGHAI BRANCH.

Authorised Capital	Mex $5,000,000
Paid Up Capital	2,500,000

Authorized by the Ministry of Finance at Peking, and operated in accordance with the Rules and Regulations for Industrial Banks.

Domestic Exchange transacted, credit granted on securities, interest allowed on current account and fixed deposits, Bills discounted, specie bought and sold, and banking and exchange business of every description transacted. Special Savings Department.

Agencies at Soochow, Wusih, Chinkiang, Nanking and Hsuchow (Kiangsu), Hangchow, Kashing, Hsuchow, Shaoshing, Ningpo, Wenchow and Haimen (Chekiang), Anking, Wuhu, Pangtou (Anhui), Nanchang, Kiukiang (Kiangsi), Hankow and Ichang (Hupeh), Changsha (Hunan), Foochow and Amoy (Fukien), Swatow, Canton and Hongkong (Kuangtung), Tientsin (Chihli), Tsinanfu (Shantung), Mukden Yingkow, Dairen, Changchun, and Harbin (Manchuria). Where agencies are not yet established the Bank of China will be requested to act as agent.

Head Office: 4, Haiboyen, Peking.
Zah Yung-jei, Manager.
Chen Ting-hsi, Sub-manager.
Shanghai Branch, 16, Peking Road.

-:- Financial And Commercial News -:-

ENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

Stock Banks	Quotations Closing
K. and S. B.	$725
rterd	71½
so-Asiatic	Rs. 250
ine Insurances	
on	H.$400 B.
h China	Tls. 144
n of Canton	Tls. 228 B.
gtsze	$25½ B.
Eastern Ins.	Tls. 22½ B.
e Insurance	
a Fire	H.$122 B.
gkong Fire	H.$325 B.
Shipping	
-China Def.	H.$287 S.
-China Pref.	H.$38 B.
ell"	901
nghai Tug ord.	Tls. 36½
i Tug Pref.	Tls. 35½
Mining	
ping	Tls. 24
ntal Cons.	17/-
Docks	H. $1 B.
gkong Dock	H.$102½ B.
nghai Dock	Tls. 123 B.
Eng. Works	Tls. 11¼ B.
Pref.	Tls. 4.45 B.
Wharves	
nghai Wharf	Tls. 140 B.
gkong Wharf	H.$90½ Sa.
ds and Hotels	
lo-French Land	Tls. 81 B.
nghai Land	Tls. 78 B.
haiwei Land	Tls. 3
l Hotel, Ltd.	Tls. 67½ B.
na Realty ord.	Tls. 50
na Realty Pref.	Tls. 50
Cotton Mills	
o (ord.)	Tls. 23.90 S.
o pref.)	Tls. 96 B.
u-kung-mow	Tls. 32
ntal	Tls. 18 B.
ughai Cotton	Tls. 152½ S.
Industrials	
er Tiles	Tls. 25
na Sugar	Tls. 186
en Island	Tls. 17 B.
gkats	Tls. 9½
or Bros.	Tls. 5
l Sumatra	Tls. 100
Stores	
l & Holz	$8
eilyn	30
e, Crawford	388½ B.
utrie	40
rson	H.$8.20 B.
ks	$14
bers (Local)	
a	Tls. 3
herst	Tls. 0.05 B.
klo-Java	Tls. 4 B.
klo-Dutch	Tls. 2
r Tawah	Tls. 9 B.
u Anam 1913.	Tls. 40 cents
e	Tls. 50 cents
kit Toh Alang	Tls. 1
mor United	Tls. 0.40
mpedak	Tls. 2
ng	Tls. 1¼
solidated	Tls. 1 B.
minion	Tls. 1½
a Kalumpong	Tls. 4.85
a Consolidated	Tls. 4.40 B.
nunting	Tls. 1⅛
ala	Tls. 0.20
ayang	Tls. 10
an	Tls. 7
a Bahroe	Tls. 0.50 B.
ewoek Java	Tls. 7
ang	Tls. 5
gkalan Durian	Tls. 5
mata	Tls. 0.50
ah	Tls. 0.50
nagaga	Tls. 0.45
keg	Tls. 1
ambu	Tls. 0.85 B.
awang	Tls. 8⅛
l Klebang	Tls. 0.32½
nghai Malay	Tls. 3
l Malay pref.	Tls. 6
nghai Pahang	Tls. 1
gala	Tls. 0.50
gei Duri	Tls. 3 B.
Manggis	Tls. 2
l Kalantan	Tls. 0.50
l Seremban	Tls. 0.50
ping	Tls. 0.30
ah Merah	Tls. 7
ong	Tls. 2¼
bri	Tls. 1¾ B.
ngbe	
fiscellaneous	
. & E. Lumber	Tls. 825
ty Dairy	Tls. 10
nghai Trams	Tls. 91 S.
nghai Gas	Tls. 28
se Bazaar	Tls. 40
l Mercury	Tls. 20 B.
l Telephone	Tls. 107 S.
l Waterworks	Tls. 140

Sellers. Sa. Sales. B. Buyers

Jamin and Potts, 8 Jinkee Rd.

Telephone No. Central 398.

Exchange Fluctuations

Asia Banking Corporation

Shanghai, September 10, 1921.

Spot bar silver remained unged. Forward silver was 1 3d in London yesterday. York price of silver remainnchanged.

The London-New York cross was up 3 8 of a cent.

The official Sterling and Gold ar rates remained unchanged. iness was done at 3/9⅛ for tember, 3 9⅝ for November Sterling; at 70 for September, for November in Gold Dollars. arket steady throughout the ning.

Money Exchange

Shanghai, September 10, 1921

Mexican Dollars	
market	724125
Native Interest	10
Shanghai Gold Bars	978
Touch	336½
Copper cash	2086
Ear Silver	38⅜
„ London rate	
Bank rate of Discount	5½
Paris on London	49.68
New York on London	373

Banks Opening Selling Rates.

London	
Telegraphic Transfer per Tael	3 8
Demand	3 8¼
New York	
Telegraphic Transfer	68¼
Demand	68½
Paris	
Demand	918
India	
Demand	263
Hongkong	
Demand	73¾
Yokohama	
Demand	70¾
Batavia	
Demand	217
Singapore	
Demand	63

Banks Opening Buying Rates

London	
Demand	3 9¾
4 m-s. credits	3 11
4 m-s. Docs.	3 11½
6 m-s. credits	4 -¼
6 m-s. Docs.	4 -¾
New York	
Demand	71¼
4 m-s. Credits	75¼
4 m-s. Docs	76
Paris	
4 m-s. Docs	1015

Tourists' Exchange
@ Bank's Demand Buying Rates
£10 @ exch. 3 9¾
Sh T.ls. 52.46
G.$50 @ exch. 71¼
Sh. Tls. 70.17
Fr. 250 @ exch. 965
Sh. Tls. 25.91

1 Shanghai Tael = Mex. $1.38 at Bank's selling rate for Mexican Dollars.

International Banking Corporation Closing Counter Rates

Shanghai, September 10, 1921

Banks demand selling rate on America	69½
Banks demand buying rate on America	71
Banks demand selling rate on London	3 9
Banks demand buying rate on London	3 10⅛

ROUBLES EXCHANGE

Today Banks Buying Rate For Roubles:

Roubles 110,000 ..... = Tls. 100
„ 100 ..... = Mex. $0.12

BANKS SELLING RATE FOR MARKS

Marks 6,200 ..... = Tls. 100
„ 100 ..... = Mex. $2.23

Lira Exchange

Shanghai, September 10, 1921

Latest Bank Selling Rates:
It. Lire 15.95 = 1 Tael

Equivalent Foreign Quotations
It. Lire 86 = 1 Pound Sterling
It. Lire 23.05 = 1 U. S. Dollar
It. Lire 173 = 100 Fr. Francs

PASSPORT PHOTOS
Finished in one hour, or less, if need be,
Burr 2 Broadway

USE PATTON-SUN-PROOF PAINT
SOLE AGENTS
FEARON, DANIEL & Co., Inc.

CUSTOMS HOUSE EXCHANGE FOR SEPTEMBER

Hk. Tls. 4.98	@ 3 7¼	£1
„ 1.34	@ 67	Gold $1
„ 1	@ 353	Fr. 9.50
„ 1.	@ 57 Marks	63.50
„ 1	@ 72¾	Yen 1.53
„ 1	@ 257	Rupees 2.86
„ 1	@ 1.50	Mex. $1.50
„ 1	@ 15.40	Ital. Lira 17.16
„ 1	@ —	Roubles —

Stock Exchange Transactions

Shanghai, September 10, 1921

OFFICIAL

S.M.C. 8% Debs 1921 Tls. 101.00
Ewo Mills Tls. 24.25:
Tls. 23.90 Sept.
Shanghai Cotton Tls. 152.50 Sept.

UNOFFICIAL

Anglo Dutch Tls. 1.00

The Small Investors' Co.

8A Peking Road

Shanghai, September 10, 1921

BUSINESS REPORTED

Telephones Tls. 106.00
Oriental Cottons @ Tls. 18½
Chinese Government 5% Reorganisation Loan @ Tls. 390. per £100.
Shanghai Trams @ Tls. 91.
Shanghai Docks @ Tls. 124.
Ewo Cottons @ Tls. 23.90.

Silk

Messrs. William Little and Company state as follows in their silk report dated September 9:

Our last report was dated 2nd inst.

White Silk.—The market continues devoid of interest with Silkmen firm in their ideas.

Tsatlee Filatures.—Pegasus 1, 2, 3, Tls. 975 av.

Yellow Silk.—Quiet. Mienyang H. K. 1, 2, 3, Tls. 525-20 av.

Tussah.—Filatures 8 coc.—Some enquiry is reported for stock but supplies are missing. News of the new crop should be coming to hand shortly. Best grades Tls. 575 av.

Chartered Stock And Produce Exchange Ltd.

Closing Quotation Of Transactions, yesterday

Shanghai, September 10, 1921

Nanyang Brother's Tobacco Co.
$38.00 September
$38.90 October
Shanghai Flour Ex.
$90.40 September
$90.60 October
Chartered S. & P. Ex.
$133.50 September
$42.10 October
Local Yarn for Standard 16's Cloudy Stork.
Tls. 168.20 September
„ 169.70 October
„ 169.50 November
„ 169.20 December
„ 169.00 January
„ 169.00 February

Share Market

Messrs. J. P. Bisset and Company state as follows in their share report for week ending September 9:

Business on the local share market has been dull during the past week and generally quotations have remained steady but the tendency is towards easier rates at the close today. A fair business has been done in Cottons but there is no ready response to Sellers quotations. Shanghai Cottons have been done during the week at Tls. 155 Cash and Tls. 165 December but the demand for them subsided at once and they are now quoted as sellers at a lower figure.

Siccawei Weather Reports

9.—A large anticyclone, Central over Manchuria, is crossing the whole map. A low pressures area is appearing West of Yap. Easterly breezes along the China coasts. Cloudy but rather fine weather at most places in China.

10.—Overcast and rainy weather. High and steady pressure. SSEly breezes.

A BRILLIANT STAR.
Ladies and Gentlemen, meet
The American Beauty
KATHERINE MACDONALD
On Friday, at the Isis

AMERICAN EXPRESS SYSTEM
WORLD-WIDE
BANKING — SHIPPING — TRAVEL — TRADE

It remained for a great American Institution to provide a simple and personal means for protecting the traveler's funds against loss or theft.

AMERICAN EXPRESS TRAVELERS CHEQUES

"Insure" the value and the safety of your money in traveling at home or abroad. Thirty years of world use by travelers has made them "the insured money of all nations." Their value is universall recognised. Convenient, simple, and handy to use, they are an absolute necessity for the traveler, summer vacationist or tourist of the world.

Besides, American Express Travelers Cheques command for the holder the super-service of the American Express Company's world organisation, thru its offices and thousands of correspondents everywhere.

OFFICES IN THE FAR EAST

YOKOHAMA	TIENTSIN	HONGKONG
73 Main St.	27 Victoria Rd.	11 Queens Rd. Central
KOBE	CALCUTTA	MANILA
31B Akashi-Machi	C. 6 Clive Bldgs	36 Escolta

SHANGHAI
8 Kiukiang Road
(Corner Szechuen Road)
Telephone C. 5049

EQUITABLE EASTERN BANKING CORPORATION

Capital and Surplus ..... U.S. $2,500,000
Head Office: 37 Wall St., New York

大通銀行

Correspondents

The Equitable Trust Company of New York
New York-London-Paris
Mercantile Trust Co., San Francisco, Cal.
The Northwestern National Bank of Portland, Ore.
Citizens National Bank, Los Angeles, Cal.

Shanghai Branch

No. 1 KIUKIANG ROAD C. 1164-*Manager*
Telephones C. 2012-*General*
C. 1140-*T. T Dept.*

CURRENT AND FIXED DEPOSITS ACCEPTED
INTEREST RATES ON APPLICATION
TELEGRAPHIC TRANSFERS, DRAFTS BOUGHT AND SOLD

Jas. J Rogers, Manager.

PURE CHINESE SILK HOSIERY
For Ladies & Gentlemen
Wholesale & Retail
China Cotton & Silk Works
A. 135 SZECHUEN ROAD

Vessels Due

Changon, *Hankow*	Sep. 18
Chungking, *Hankow*	Sep. 11
Chicugo Maru, *Japan*	Sep. 14
Chenan, *Tsingtao*	Sep. 15
Chohei Maru, *Dairen*	Sep. 14
Esang, *Hankow*	Sep. 16
E. of Asia, *Hongkong*	Sep. 17
Eumaeus, *U. Kingdom*	Sep. 17
Fengtien, *Tientsin*	Sep. 11
G. State, *S. F'cisco*	Sep. 19
Hangsang, *Tsingtao*	Sep. 13
Hawkeye State, *Seattle*	Sep. 13
Hsinfung, *Tientsin*	Sep. 12
Hsin Peking, *Ningpo*	Sep. 11
Hsin Ningshao, *Ningpo*	Sep. 11
Hwahlee, *Hankow*	Sep. 11
Hwahta, *Hankow*	Sep. 12
Iyo Maru, *London*	Sep. 19
Kashima Maru, *Seattle*	Sep. 19
Katori Maru, *Hongkong*	Sep. 17
Kasuga Maru, *Japan*	Sep. 13
Khiva, *London*	Sep. 15
Kianghsin, *Hankow*	Sep. 18
Kiangan, *Hankow*	Sep. 13
Kiangfoo, *Hankow*	Sep. 16
Keystone State, *Hongkong*	Sep. 15
Kiangyu, *Hankow*	Sep. 11
Kiangteen, *Ningpo*	Sep. 13
Kiangwah, *Hankow*	Sep. 17
Kiangyung, *Hankow*	Sep. 19
Koonshing, *Tientsin*	Sep. 11
Kutwo, *Hankow*	Sep. 17
Kwang'lee, *Hongkong*	Sep. 10
Loongwo, *Hankow*	Sep. 11
Luenvi, *Hankow*	Sep. 15
Ngankin, *Hankow*	Sep. 17
Omi Maru, *Japan*	Sep. 11
Poyang, *Hankow*	Sep. 14
Sakaki *Dairen*	Sep. 19
Shantung, *Hongkong*	Sep. 17
Shengking, *Hankoy*	Sep. 18
Shuntien, *Tientsin*	Sep. 18
Socchow, *Hongkong*	Sep. 18
Suiwo, *Hankow*	Sep. 15
Sunning, *Hongkong*	Sep. 12
Tenyo Maru, *Hongkong*	Sep. 12
Takada, *Calcutta*	Sep. 12
Tehhsing, *Hankow*	Sep. 15
Tuckwo, *Hankow*	Sep. 18
Tungshing, *Hongkong*	Sep.
Tungchow, *Tientsin*	Sep. 14
Whangpu, *Hankow*	Sep. 19
Waishing, *Hongkong*	Sep. 13
Woosung, *Hankow*	Sep. 12
Wuchang, *Hankow*	Sep. 16
Yamashiro Maru, *Japan*	Sep. 18
Yingchow, *Hongkong*	Sep. 15

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The China Year Book, 1921-2 by H.G.W. Woodhead, c.b.e.	10.00

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Travelers See Start Of Wu Pei-fu's Victory Drive

(The following belated account by an eyewitness of the fighting between the forces of Wu Pei-fu and the Insurgents in which Chinese gunboats were an important factor, despite poor shooting, is published as giving interesting sidelights on up-river travel in wartime.)

(*China Press Correspondence*)

Ch'engling, Hunan, August 28.—Seldom does a mere traveler have the chance to get so near an actual engagement as have had today on the Kian. Only the discretion of the captain of the ship, acting in collaboration with the commander of H.B.M.S. Scarab, our convoy, kept us from passing through an actual battle line.

You have been hearing of the steamers on the upper Yangtse River, as they passed down from Yochow to Hankow, being fired upon several times, and of the return fire indulged in by their man-of-war convoys. The need for safeguarding the commercial ships as they went on their way has been very evident to us today.

We left Hankow at daybreak yesterday and came to anchor about 5 p.m. after having traveled somewhat under 85 miles. At a place a little below the town of Paotachow, on the north bank, we met the British river gunboat Scarab and after conference with the officers, the captain decided to anchor for the night, rather than reach the fighting zone in the darkness.

At daybreak today, we were off up river again, our escort standing close by. By 10 o'clock we reached Singti, 97 miles from Hankow, also on the north bank of the river. We had scarcely passed this town when we came on a large part of Wu Pei-fu's active force, divided up into many small battalions, each in a detachment of junks, with a launch ready to start it up river at a moment's notice. There must have been twenty or more such groups of junks, each containing from two to three hundred men all fully armed, and provided with machine guns but without larger guns in evidence.

COMMANDEER LAUNCHES

Every sort of launch was in sight, the passenger service out of Hankow apparently having been commandeered. Several of the Pinghsiang Colliery launches were also in the force, standing by to tow as required. A great many of the troops were being landed and sent up by land along the north bank as required. At Singti we were told that the town had been taken, fairly quietly, by the Northern troops yesterday.

Only a short distance above where the launches and their tows were standing by, the river was occupied by a force of gunboats which went into action as we approached. They were shelling the southern shore in the vicinity of the Yanglingchi pagoda, one of the most striking landmarks on this section of the river. We were about a mile below the engagement at the time, perhaps farther. So far as we could see the firing was poor, from both sides. Shell after shell from the gunboats struck the water short of the southern shore, and similarly we could not observe a single shore shell strike very near a ship.

Just at this moment, the captain thought five hundred passengers was enough of a responsibility for a navigator without taking it up right into the firing line, so we fell back a couple of miles, and anchored for three hours. Meantime the river gunboats proceeded definitely up stream and must be by this time near Yochow. There has been no evidence of firing for the past two hours, though as I write, we are out of sight of the ships.

MACHINE GUNS READY

During the past hour we have again passed a great many reserves, already landed from the junks along the northern shore, many with machine guns ready for action in case of attack from the Southern forces; and still larger detachments of the troops are on the march westwards with food supplies and machine guns apparently in sufficient quantity for each battalion.

No passenger has information enough to warrant any assumptions, but the evidence seems to justify the belief that General Wu is going to take Yochow and drive the invading forces out of Hupeh province. He seems to have six or more fair sized gunboats under his command in this attack. Last evening about 10 o'clock we were passed by a gunboat which later on was reported to be the Ch'u Ts-ai, on her way to join the attacking forces.

The navigating quarters of the Kian give every evidence of preparation for the stray shots that have been so abundant of late. Lines of sandbags make it possible for the captain and other officers to proceed from their quarters to the steering room and to the telegraph on the bridge; while small loopholes are provided for observation posts and the bridge of the ship is well arranged to carry on even under a fairly stiff rifle fire from the shore.

It is needless to express again the appreciation of the traveling public to the British gunboats which are serving as convoys. Their aid moves us to deep gratitude.

Finding Of Oil And Gold Starts An Alaska Rush

Anchorage, Alaska, July 30.—Reported discovery of what is said to be a high grade of seepage oil, near Anchorage, with the indication that the field extends for fifty miles north along the Government railroad, has sent a flood of men into the district to stake claims.

A large area near the railroad has been staked with mining claims, as a result of the discovery of gold in railroad cuts. A report here is that an eighty foot quartz vein, assaying about $500 to the ton, has been uncovered in the northern part of the California Creek district north of Anchorage.

Princess Theatre
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William Rogers in

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Starting Tomorrow, Monday, September 12th
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A husband who took her youth and beauty into his keeping with the heart full of hatred.

"He is your son, I swear. Do you remember the night of the storm? Do you? "Do you?" "You mean"—he snapped. "Yes"—came her reply.

Commencing Friday September 16th and on Saturday 17th and Sunday 18th

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Business and Official Notices

(Continued from Page 24)

A JAVA SECRET IN SHANGHAI
"BATIK"

For centuries the art of Batik, of painting wonderful designs on silk in unfading and waterproof colours of great beauty, has been a carefully guarded secret in certain families in the Dutch Indies. Greatly in demand in Europe, the process is especially suitable for ladies dresses, cushions, lamp-shades and handkerchiefs.

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Rate of interest 8% per annum

The "Conseil d'Administration Municipale de la Concession Francaise de Changhai" hereby invite subscriptions for 20,000 debentures of Tls. 100 each, according to the resolution passed at their General Meeting on May 30, 1921.

The conditions on which the Debenture Certificates will be issued are:—

1°—The Debenture Certificates are transferable, and the person whose name is entered in the Register of Debenture Certificate or Certificates, shall alone be recognised and treated by the Council as the lawful and rightful holder and owner of such Debenture Certificate or Certificates.

2°—The loan will be redeemable at par (Tls. 100) in not less than 10 years and not more than 30 years, from 1st July, 1931 and according to the figures determinated by the Council.

3°—The loan will bear interest at 8% per annum, payable on the 30th day of June and 31st of December in each year, when interest warrants will be issued to the registered owners.

4°—The property and income of the Municipality, deducting those which serve as security provided in the Municipal Loans of 1903, 1911, 1914 and 1916 are the security for the repayment of the money advanced and for the interest thereon in the present loan.

The Members of the French Municipal Council are not personally liable in any way for the payment of either principal or interests.

5°—Applications for debentures will be received at the Secretary's Office, Rue du Consulat.

A cheque representing the amount of debentures asked for must be deposited at the same time.

6°—Applications for Debentures under par will not be recognised by the Council.

7°—For further informations, apply to Mr. P. LEGENDRE, Secretary, French Municipal Council.

Shanghai, 1st July, 1921.

P. LEGENDRE,
Secretary.

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The highest bidder will be required to desposit Tls. 25,000.0 forfeitable bargain money.

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TACT OF WOMEN IS ONLY THING THAT SAVES MARRIAGE

BY S. P. B. MAIS

London, July 29.—Being a man, I have a chivalrous regard for women. The fact that so many of my friends are happily married I attribute to the tact of their wives in dealing with that very delicate and highly complex machine, a husband.

It would, however, be ludicrous to shut one's eyes to the facts that men are beginning to shun marriage, that the birth rate is falling, and that divorces are alarmingly on the increase. These divorces, in 7,000 out of 10,000 cases, are granted to husbands against unfaithful wives.

The average girl of today is far more fascinating than her mother was at the same age; she has more intelligence; she dresses more becomingly; she has a finer sense of the artistic; she is physically more alluring, and she has more stamina.

She suffers, however, from one grave disadvantage; she has all the limitations of a caged bird suddenly let loose; the mentality of a manual laborer who has been over-educated.

A sharp and sudden volte face in woman's attitude to life is necessary unless the happiness of the nation is to be wrecked. It is natural for every man to mate; he requires in his wife understanding of his moods, complete trust, unchanging love, capacity to manage his house, a wish to bear, tend and educate his children, companionship and a pure passion. He is no more master than she is. To run in harness smoothly, life's duties must be delegated in the right ratio to each of the pair.

It is the husband's duty to be efficient in business, the wife's to be efficient in all the branches of domestic economy.

I am making no case either for or against divorce. When two people are mutually agreed that each is distasteful to the other, they should separate and try again is common sense; it is their own affair entirely.

It is the business of society, however, to check the misery that is entailed by one of the parties to the contract of marriage when he or she, wholly regardless of the other, rushes as blindly into divorce as into marriage.

It is a good working rule of life, especially applicable to women, that every one has the right to do whatever he or she pleases so long as the action brings unhappiness to no one else. Difficult, but feasible.

More difficult for a girl, because she has more leisure and less moral strength to resist the temptations that accompany leisure, because her sex relishes more than his the joys of stolen sweets and playing with fire; because in spite of popular opinion, woman is by nature polygamous; man is not.

Hotel Arrivals

Shanghai, September 10, 1921

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Mr. S. U. Huaale

KALEE HOTEL

Mr. A. J. Cooper
Mr. & Mrs. Schlesinger
Miss Friendmann
Mr. M. Reainvich
Miss Schlesinger

ASTOR HOUSE HOTEL

Mr. H. J. Butler
Mr. Duncan Joy
Mr. H. O. Hereford

Information For Mariners

SUNDAY, SEPT. 11, 1921

High Water at Woosung Bar

(The evening tides are higher than the morning tides, they are about equal at noon and midnight).

Approximate rise, at springs 4 1/4 h; at heaps, 5 h.
fall, at springs 8 1/4 h; at heaps, 7½ h.

A.M. Time	A.M. Range	P.M. Time	P.M. Range
7h. 0in.	2ft. 3in.	7h. 50m.	4ft. 0in.

Hight Water at Tungsha Lightship

(The evening tides are higher than the morning tides).

Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H.	A.M. M.	P.M. H.	P.M. M
5	53	6	33

Time of Moonrise, Moon set, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
2.14 p.m.	0.18 a.m.	5h. 42m.	6h. 11m.	4h. 57m.	6h. 56m.

Mean Barometric Pressure at Shanghai.
For September 29.90 in
759.6 mm.

Sailed from Shanghai

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China ..... Aug. 12
Ecuador ..... Aug. 16
Taiyo Maru ..... Aug. 17
Shabonee ..... Aug. 30
Siberia Maru ..... Aug. 30
West Islip ..... July 25
Empire State ..... Sept. 6

FOR VANCOUVER

Emp. of Russia .... Aug. 21
Monteagle ..... Aug. 27

FOR SEATTLE

Silver State ..... Aug. 17
Edmore ..... Aug. 27
Fushimi Maru ..... Aug. 28
West Ison ..... Sept. 2

FOR TACOMA

Africa Maru ..... Aug. 30
Hawaii Maru ..... Sept. 7

FOR PORTLAND

West Keats ..... Aug. 17
Montague ..... Aug. 27
Abercos ..... Sept. 5

FOR PORT TOWNSEND

Atlanta City ..... Sept. 10

FOR NEW YORK

Lyons Maru ..... Aug. 16
Havre Maru ..... Aug. 25
Atreus ..... Aug. 26
City of Canton ..... Sept. 2
Schodack ..... Sept. 4
Tuscan Prince ..... Sept. 10

FOR LONDON

Teiresias ..... Aug. 11
Mishima Maru ..... Aug. 16
Gothic star ..... Aug. 25
Manela ..... Aug. 25
Sado Maru ..... Aug. 29
Glenade ..... Aug. 30
Calchas ..... Aug. 31
Keemun ..... Sept. 1
Kashmir ..... Sept. 2
Glenamoy ..... Sept. 8

FOR LIVERPOOL

Cyclops ..... Aug. 14
Ascanius ..... Sept. 7
Ningchow ..... Sept. 7

FOR COPENHAGEN

Afrika ..... Aug. 11

FOR HAMBURG

Dryden ..... Aug. 12
Himalaya Maru .... Aug. 15
Tottori Maru ..... Aug. 19
Alabama Maru ..... Sept. 4
Alaska Maru ..... Sept. 5
Mayebashi Maru .... Sept. 8

FOR GOTHENBURG

Japan ..... Sept. 5

FOR MARSEILLES

Porthos ..... Aug. 13

FOR TRIESTE

Trieste ..... Aug. 30

FOR CALCUTTA

Arratoon Apcar ..... Aug. 17
Tanda ..... Aug. 26

FOR BOMBAY

Dunera ..... Aug. 16
Dilwara ..... Sept. 9

Launch Services

TOMORROW

The tender conveying passengers and baggage on board the T.K.K. s.s. Tenyo Maru will leave the Customs Jetty at 12 noon.

Tuesday, Sept 13, 1921

The tender conveying passengers and baggage on board the P. and O. s.s. Khyber will leave the Customs jety at 10 a.m.

Thurhday, September 15, 1921

The tender conveying passengers and baggage on board the S. M. R. s.s. **Chohei Maru** will leave the Customs Jetty at 3 a.m.

The tender conveying passengers and baggage on board the L. V. Lang s.s. **Yungshin** will leave the Customh Jetty at 10 a.m.

A BRILLIANT STAR.

Ladies and Gentlemen, meet
The American Beauty
KATHERINE MACDONALD
On Friday, at the Isis

Passengers Departed

Per C.N. s.s. Hsin Peking for Ningpo: Mrs. H. L. Chamberlin, Bishop Molony, Mr. and Mrs. Broomley and 2 children, Mr. and Mrs. Benjamin and 2 infants, Messrs. Hubbard, H. P. Wadman.

Per C.N. s.s. Shengking for Nanking: Mr. and Mrs. McCloy and 5 children; for Hankow: Messrs. R. H. Gregory, Komor and child, Herefond, Bull.

Per C.N. s.s. Chenan for Tsingtao: Mr. and Mrs. W. P. W. Turner, Mr. and Mrs. J. Stirling, Misses Roach, Messrs. Strutt, P. J. Reilly.

Per C.N. s.s. Shuntien for Weihaiwei: Sur. Lt-Comdr. J. B. Crawford, Mrs. D. P. Griffiths, Mme. Dotch, Mr. Reiss; for Chefoo: Mrs. Corbett, Mrs. Hannen, Messrs. F. E. Tanner, L. Tweedie Stodart, H. P. Le Clair, W. Champley; for Tientsin: Mr. and Mrs. E. Jorgensen and child, Mrs. Atkinson, Dr. J. B. Grant, Miss Stolk, Messrs. C. C. Goodrich, Zimmerman, G. C. Denham, Colin Scott, C. L. Ferguson, A. Silcock.

Per C.M. s.s. Kiangteen for Ningpo: Mr. Westcombe.

VICTORIA THEATRE

Showing on Monday and Tuesday, September 12th and 13th

THE STOLL FILM Co.

PRESENTS

THE FAMOUS CHINESE PLAY

"Mr. WU"

By

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WU LI CHANG

PLAYED BY

MATHESON LANG

The Action of the Story begins at the Town Koyloon, China, the word of Mr. WU LI CHANG was Law in Kowloon, it Swept irresistibly throughout China, it was Respected by Europeans to whom he was known as Mr. WU.

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In the dramatic and artistic six part screen sensation

"PASSERS BY"

(by Haddon Chambers)

What in this world interests you more?

People, men, women, children: the most fascinating, interesting and attractive forces in the world are human beings.

That is why you will be interested in seeing this extraordinary drama of humanity.

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TONIGHT! TONIGHT!

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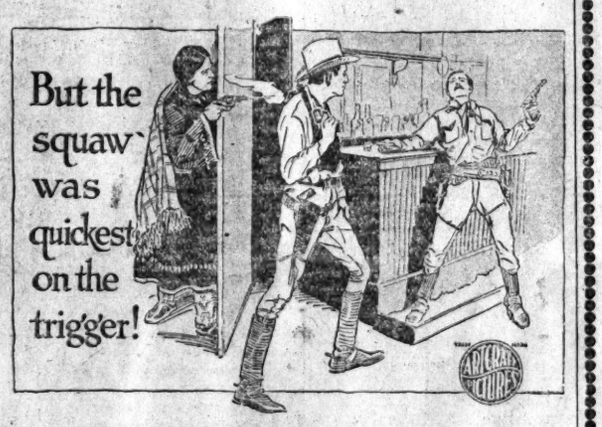
Presents

CECIL B. DE MILLE'S

PRODUCTION

"THE SQUAW MAN"



An exile from his own people! The Girl he loved, the wife of another? Life gave this proud white man no choice but eternal loneliness—or the beautiful Red-Skinned maid.

You see the end? Don't be too sure till you see the play. A Corker!

A Drama of the West.

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"THE SQUAW MAN"
and a Two Part CHARLES CHAPLIN Comedy

VICTORIA THEATRE

TONIGHT! TONIGHT!

First Appearance in Motion Pictures

ADOLPH ZUKOR

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THE WORLD'S GREATEST TENOR

ENRICO CARUSO

in

"MY COUSIN"

CARUSO'S FIRST PICTURE

CARUSO IS A LOVER IN HIS FIRST PICTURE!

Yes, Enrico Caruso, the greatest singer-actor in the history of this planet in motion pictures. In "My Cousin" he takes the role—to the life you bet—of a famous tenor. Being a genius he also takes another role in the same picture, namely, that of a poor sculptor, who falls desperately in love with his beautiful model. Caruso looks like a different man in each role, yet you have a feeling of the same mysterious brilliance underlying both. A picture to SEE—SEE IT!

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GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Kiangyung**, Capt. Smith, will leave on Sunday, Sept. 11, at midnight. For Freight or Passage, apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Kashing** Captain R. F. Sheel, will leave on Monday, Sept. 12, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD AND SWIRE**, Agents. Tel. C. No. 4881, Private Branch Exchange to all Departments.

HANKOW & PORTS.—The Steamer **Kiangshun**, Capt. Taylor, will leave on Monday, Sept. 12, at midnight. For Freight or Passage, apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Indo-China S. N. Co.'s **S.S. Wosang**, 1,783 Tons, Captain Forrster, will sail for the abovementioned ports from Old Ningpo Wharf on Tuesday, Sept. 13, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON AND CO., LTD.**, General Managers Telphone C. 241. Extension to Freight Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Chungking**, Captain J. Legge, will leave on Tuesday Sept. 13, at about 12 o'clock midnight. For Freight apply to **BUTTERFIELD AND SWIRE**, Agents. French Bund Tel. C. No. 4881. Private Branch Exchange to all Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung**, Capt. C C. Williams, will leave on Wednesday Sept. 14, at about 12 o'clock midnight. For Freight apply to **BUTTERFIELD & SWIRE**, Agents. Telephone Central No. 4881, Private Branch Exchange to All Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Luenho**, 2,868 Tons Captain Reid, will sail for the abovementioned ports from Hunt's Wharf on Thursday, Sept. 15, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, Gtneral Managres. Telphone Central 241. Extensions for Freight and Passenger Departmbents.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain F. McGarity, will leave from the French Bund on Thursday Sept. 15, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Tel C. No. 4881, Private Exchange to all Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Suiwo**, 2,671 Tons, Captain Jackson, will sail for the abovementioned ports from Hunt's Wharf on Friday, Sept. 16, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telphone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi**, Capt. F. D. Northcombe, will leave from the French Bund on Friday, Sept. 16, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund Tel . C. No. 4881, Private Branch Exchange to all Depart-

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain A. Torrible, will leave on Saturday, Sept. 17, For Freight or Passage apply to **BUTTERFIELD AND SWIRE**, Agents French Bund Tel Central No. 4881, Private Branch Exchange to all Departments.

HANKOW AND PORTS.—The Indo-China S. N. Co.'s s.s. **Kwang**, 1782 Tons, Capt. Christie, will sail for the above-mentioned ports from Old Ningpo Wharf on Saturday, September 17, at about midnight. For Freight apply to **JARDINE MATHESON & Co., Ltd.**, General Mangers. Tel. C. 241. Extension to Freight Department.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Kutwo**, 2664 Tons, Capt. McClelland, will sail for the above-mentioned ports from Hunt's Wharf on Monday, Sept. 19, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Tuckwo**, 3,770 Tons, Captain **Campbell, will sail for the above mentioned ports from Hunt's** Wharf on Tuesday, Sept. 20, at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Telephone Central 241. Extensions to Freight and Passenger Departments.

For Southern Ports

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Suiyang**, Captain W. Shane, will leave the French Bund on Monday, 12, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund Tel. C. No. 4881, Private Branch Exchange to all Departments.

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain J. Oudney, will leave from the French Bund on Monday, September 12, at 4:30 p.m. For Freight or Passage, apply to **BUTTERFIELD AND SWIRE**, Agents. French Bund Tel. C. No. 4881, Private Exchange to all Departments.

SWATOW, HONGKONG AND CANTON.—**The China Navigation Co.'s Steamer Szechuen,** Captain C. S. Isbister, will leave from the French Bund on Tuesday, Sept. 12, at 9 a.m. For Freight or Passage, apply to **BUTTERFIELD AND SWIRE**, Agents. French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

WENCHOW.—The Str. **Haean**, Capt. Wallace, will leave on Tuesday morning, Sept. 13, For Freight or Passage, apply to **C. M. S. N. Co.**

NINGPO.—The Str. Kiangteen, Capt. H. Randby, will leave on Tuesday, Sept. 13, at 3:30 p. m. **For Freight or Passage apply to C. M. S. N. Co.**

FOOCHOW.—The Str. **Feiching**, Captain Smith, will leave on Tuesday morning, September 13, For Freight or Passage apply to **C. M. S. N. Co.**

AMOY, HONGKONG AND CANTON.—The Str. **Kwanglee**, Captain Crawford, will leave on Tuesday morning, Sept. 13. For Freight or Passage, apply to **C. M. S. N. Co.**

AMOY, HONGKONG AND CANTON.—**The China Navigation Co.'s Str. Sunning,** Capt. H. A. **Wavell, will leave from the** French Bund on Thursday, Sept. 15, at 9 a.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund Tel. C. No. 4881, Private Branch Exchange to all Departments.

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Str. **Chenan**, Captain P. R. **Purslow**, will leave from the French Bund on Saturday, Sept. 17, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. French Bund Tel. C. No. 4881, Private Exchange to all Departments.

For Northern Ports

ANTUNG.—The China Navigation Co.'s Steamer **Kweilin**, Capt. A. McDowell, will leave on Tuesday, Sept. 13, at 9 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. C. No. 4881, Private Branch Exchange to all Departments.

NEWCHWANG.—The China Navigation Co.'s Str. **Wenchow**, Captain James, will leave on Tuesday, Sept. 13, at 9 a.m. For Freight or Passage apply to **BUTTERFIELD AND SWIRE**, Agents. French Bund. Tel. C. No. 4881, Private Exchange to

NEWCHWANG.—The Steamer **Toonan**, Captain Klausen, will leave on Tuesday morning, Sept. 13. For Freight or Passage, apply to **C. M. S. N. Co.**

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer **Fengtien**, Captain McIntosh, will leave from the French Bund on Tuesday, Sept. 13, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD AND SWIRE**, Agents French Bund. Tel C. No. 4881, Private Brench Exchange to all Departments.

VLADIVOSTOK.—The San Peh Steam Navigation Company's Steamer **SHINYUE**, Captain J. Ernest, will be despatched for the above port on or about the September 14. For Freight and Passage, apply to San Peh Steam Navigation Company Nos. 47-49 Avenue Edward VII (Tel. Nos. Freight C. 1530 Passage C. 3283 or to S. Heimann & Co. Sub-Agents No. 19a Canton Road (Tel. C. 1604.)

VLADIVOSTOK Direct.—The Mail Str. **Yungshin**, Capt. Pooiga, will be despatched from Shanghai on Thursday, Sept. 15. The tender conveying Mail and Passengers will leave the French Mail Jetty on Thursday, at 10 a.m. For Freight or Passage, apply to L.V. Lang, No. 8 French Bund, (Tel. Nos. Central 4702 and 3059).

TSINGTAO.—**The China Navigation Co.'s Steamer Yingchow,** Capt. G. Byers, will leave from the Watung Wharf on Saturday, Sept. 17, at 10 a.m. For Freight or Passage apply to **BUTTERFIELD, AND SWIRE**, Agents. French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

WEIHAIWEI CHEFOO AND TIENTSIN.—**The China Navigation Co.'s Steamer Tungchow,** Captain Harris, will leave from the French Bund on Saturday, Sept. 17, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Tel. C. No. 4881, Private Exchange to all Departments.

For Foreign Ports

SAN FRANCISCO Via Nagasaki, Indland Sea, Kobe, Yokohama and Honolulu.—**The** s.s. **Tenyo, Maru**, 22,000 Tons. Captain A. Totaka, will be dispatched on Monday, September 12, 1921. Tender conveying Passengers and mails will leave Customs jetty at 12 noon. For Passage, apply to **TOYO KISEN KAISHA**, No. 71 Szechuen Road, Shanghai.

Shipping Items

YANGTSZE POSTS

The S.P. s.s. Hwahlee left Hankow on Thursday and is due in Shanghai this morning.

The C.M. s.s. Kiangyu left Hankow on Thursday and is due in Shanghai this morning.

The I-C s.s. Loongwo left Hankow on Thursday and is due in Shanghai this morning.

The C.N. s.s. Chungking left Hankow on Thursday and is due in Shanghai this morning.

The C.M. s.s. Hwahta left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.N. s.s. Woosung left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.M. s.s. Kiangan left Hankow yesterday and is due in Shanghai on Tuesday.

The C.N. s.s. Poyang will leave Hankow today and is due in Shanghai on Wednesday.

The S.P. s.s. Tehhsing will leave Hankow tomorrow and is due in Shanghai on Thursday.

The I-C. s.s. Suiwo will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.N. s.s. Luenyi will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.M. s.s. Kiangfoo will leave Hankow on Tuesday and is due in Shanghai on Friday.

The I-C. s.s. Esang will leave Hankow on Tuesday and is due in Shanghai on Friday.

The C.N. s.s. Wuchang will leave Hankow on Tuesday and is due in Shanghai on Friday.

SOUTHERN PORTS

The C.N. s.s. Sunning left Hongkong on Thursday and is due in Shanghai tomorrow morning.

The I-C. s.s. Tungshing is expected to arrive in Shanghai from Hongkong direct today.

The I-C. s.s. Waishing is expected to arrive in Shanghai from Canton, Hongkong and Swatow on Tuesday.

The C.N. s.s. Yingchow will leave Hongkong today and is due in Shanghai on Wednesday.

The C.N. s.s. Shantung will leave Hongkong on Tuesday and is due in Shanghai by way of Amoy on Saturday.

NORTHERN PORTS

The C.M. s.s. Hsinchang left Lungkow for Hongkong and Canton on Thursday.

The C.N. s.s. Fengtien left Tientsin on Thursday and os due in Shanghai by way of Chefoo and Weihaiwei today.

The I-C. s.s. Koonshing is expected to arrive in Shanghai from Tientsin, Chefoo and Weihaiwei today.

The I-C. s.s. Hangsang is expected to arrive in Shanghai from Tsingtao on Tuesday.

The C.M. s.s. Hsinfung left Tientsin on Friday and is due in Shanghai by way of Chefoo tomorrow.

The S.M.R. s.s. Sakaki Maru arrived in Shanghai from Dairen and Tsingtao yesterday morning, and will sail for same ports at 7 o'clock this morning.

The C.N. s.s. Tungchow will leave Tientsin today and is due in Shanghai by way of Chefoo and Weihaiwei on Wednesday.

The C.M. s.s. Toonan left Newchwang on Friday and is due in Shanghai by way of Chefoo tomorrow.

The C.N. s.s. Chenan will leave Tsingtao on Tuesday and is due in Shanghai on Thursday.

The C.M. s.s. Yushun left Chefoo for Tientsin on Friday.

JAPAN PORTS

The N.Y.K. s.s. Omi Maru left Moji for Shanghai on Friday and is expected to arrive at the N.Y.K. wharf today.

The N.Y.K. s.s. Kasuga Maru will leave Nagasaki for Shanghai today and is due to arrive at the Wayside Wharf on Tuesday.

INDIAN PORTS

The B.I. s.s. Takada, from Calcutta on Aug. 17, was expected to leave Hongkong for Amoy and Shanghai on Friday.

The P. and O. s.s. Jeypore, from Bombay on September 3, is expected to arrive at Simgapore on Tuesday.

The B.I. s.s. Gregory Apcar left Calcutta on Wednesday and is due to arrive in Shanghai by way of Rangoon, Straits and Hongkong on October 1.

The B.I. s.s. Takada, from Calcutta on August 17, left Hongkong at 6:30 o'clock Friday morning and is due to arrive in Shanghai tomorrow morning.

EUROPEAN LINES

The N.Y.K. s.s. Kitano Maru arrived in Shanghai from Kobe yesterday morning and will sail for London and ports at daylight tomorrow. The tender with passengers and baggage will leave the Customs jetty at 5 o'clock this afternon.

The P. and O. s.s. Khyber will sail from Shanghai for London and ports Tuesday morning and the tender Gutzlaff with passengers and mails will leave the Customs jetty at 10 o'clock Tuesday morning.

The S.E. s.s. Ceylon, outbound from Gothenburg for Shanghai, left Gothenburg on August 29.

The Glen Line m.v. Glenapp is due to arrive in Shanghai from London and Genoa on September 23.

The Glen Line s.s. Carnarvonshire is due to arrive in Shanghai from London on October 2 and the Pembrokeshire of the same line is due to arrive from London and Genoa on October 27.

The P. and O. s.s. Khiver, from London on August 5, is expected to leave Hongkong tomorrow and is due to arrive in Shanghai on Thursday, September 15.

The Blue Funnel s.s. Eumacus, from United Kingdom, left Singapore for Hongkong and Shanghai at 3 o'clock Wednesday afternoon.

The M.M. s.s. Andre Lebon, with the French mails of September 2, left Port Said on Wednesday, September 7 and is expected to arrive in Shanghai on October 10.

The M.M. s.s. Armand Behic, with the French mails of August 12, left Singapore at 5 o'clock Friday evening and is expected to arrive in Shanghai on Wednesday, September 21.

AMERICAN LINES

The China Mail s.s. Nile left San Francisco on Saturday, September 3 and is due to arrive in Shanghai by way of Honolulu Yokohama, Kobe and Nagasaki on September 28. Upon arrival at Hongkong on October 2 the Nile will inaugurate a local freight and passenger service between Shanghai, Hongkong and Java ports.

The China Mail s.s. China is scheduled to sail from San Francisco on September 14 and is due to arrive in Shanghai by way of Honolulu and Japan ports on October 9.

The China Mail s.s. Nanking left Singapore on Thursday and is due to arrive at Hongkong on Tuesday. The Nanking is scheduled to sail from Hongkong on September 18, from Woosung on September 21 and is due to arrive in San Francisco by way of Yokohama and Honolulu on October 12.

The T.K.K. s.s. Tenyo Maru left Hongkong Friday at noon and is due off Woosung at 7 o'clock tomorrow morning. The tender with incoming passengers is expected to reach the Customs jetty about 9:30 o'clock tomorrow morning. The Tenyo sails for San Francisco by way of Japan ports and Hunolulu tomorrow afternoon and the tender with outbound passengers and baggage will leave the Customs jetty at noon tomorrow.

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C. N. C.

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YANGTSZE RIVER & CHINA COAST PORTS.

FAST SCHEDULE SERVICES.

FOR CHINKIANG, NANKING, WUHU, KIUKIANG & HANKOW

S.S. "KASHING" ..... sails September 12th, midnight.
S.S. "CHUNGKING" ..... sails September 13th, midnight.
S.S "WOOSUNG" ..... sails September 14th, midnight.

Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN.

S.S. "FENGTIEN" ..... sails September 13th, at 3 p.m.
S.S. "TUNGCHOW" ..... sails September 17th, at 10 a.m.

FOR HONGKONG and CANTON via SWATOW and AMOY.

S.S. "SZECHUEN" ..... sails September 13th, at 9 a.m.
S.S. "SUNNING" ..... sails September 15th, at 9 a.m.
S.S. "CHENAN" ..... sails September 17th, at 10 a.m.

FOR NINGPO.

S.S. "HSIN PEKING" ..... sails at 4:30 p.m. every Monday, Wednesday and Friday.

Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

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Empress or Japan	Sept. 23	Sept. 29	Oct. 11
Empress of Russia	Oct. 15	Oct. 22	Oct. 31
Monteagle	Oct. 30	Nov. 5	Nov. 19
Empress of Asia	Nov. 12	Nov. 19	Nov. 28
Empress of Japan	Nov. 20	Nov. 26	Dec. 8
Empress of Russia	Dec. 10	Dec. 17	Dec. 26

TO HONGKONG VIA MANILA

Emp. of Russia Oct. 1
Emp. of Asia Oct. 29
Emp. of Russia Nov. 27
Emp. of Asia Dec. 25

TO HONGKONG DIRECT

Monteagle .... Oct. 17
Emp. of Japan Nov. 7
Monteagle .... Dec. 22
Emp. of Japan Jan. 4

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Telephone Central 181.
Cable Address "GACANPAC"

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S.S. HAWKEYE STATE ..... SEPT. 15th
S.S. SILVER STATE ..... OCT. 6th

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S.S. PAWLET ..... SEPT. 12th

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S.S. Empire State .. Nov. 12	**S.S. Empire State .. Oct. 28
S.S. Hoosier State .. Nov. 20	S.S. Hoosier State .. Oct. 31

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S.S. "TENYO" MARU" via Nagasaki ..... Sept. 12
S.S. "KOREA MARU" via Nagasaki ..... Sept. 23
S.S. SHINYO MARU" via Nagasaki ..... Oct. 5

FOR HONGKONG

S.S. "TAIYO MARU" via Manila ..... Oct. 13

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(Subject to Change)

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	Leave Shanghai	Arrive San Francisco
S.S. "NANKING"	Sept. 21	Oct. 12
S.S "CHINA"	Nov. 6	Nov. 28

FOR HONGKONG AND SINGAPORE DIRECT

S.S. "CHINA" Oct. 10
S.S. "NANKING" Nov. 18

FOR HONGKONG AND JAVA PORTS

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S.S. "NILE" Sept. 29

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GENERAL SHIPPING NEWS

N.Y.K.

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	Tons		
KITANO MARU	15,980	Capt. M. Nakamura,	Sept. 12
INABA MARU	12,600	Capt. K. Hayashi,	Sept. 26

EUROPEAN LINE CARGO SERVICE

For Liverpool, Glasgow and Rotterdam via Ports.

S.S. "Mayebashi Maru", 12,500 tons, Capt. B. Takano, sailing, from Shanghai Sept. 8th.

For Marseilles, Liverpool and Glasgow via Ports.

LISBON MARU ....15,200 Capt. S. Enya, about Sept. 27

For London and North Continental Ports via Ports.

"Mito Maru", 12,500, Capt. M. Tomita, beginning of Oct.

FOR VICTORIA and SEATTLE via Japan Ports.

KATORI MARU ...	19,100	Capt. T. Kusano,	Sept. 13
*KASHIMA MARU.	18,980	Capt. K. Itsuno,	Oct. 10

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*DAKAR MARU ...	15,000	Capt. H. Kishira,	sailing Sept. 15

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For Buenos Ayres, Santos, Rio de Janeiro via Durban and Cape Town:—

FOR YOKOHAMA VIA NAGASAKI, MOJI AND KOBE

KASUGA MARU	7,000	Capt. U. Tanaka,	Sept. 16
TAKESHIMA MARU.	4,500	Capt. T. Takechi,	Sept. 23
YAWATA MARU 7,000		Capt. S. Fujimura,	Sept. 27

FOR KOBE AND OSAKA VIA MOJI.

OMI MARU	7,900	Capt. S. Poshimatsu,	Sept. 14
CHIKUGO MARU ...	5,500	Capt. S. Kishimoto,	Sept. 17
YAMASHIRO MARU .7,000		Capt. S. Kusakari,	Sept. 21
KUMANO MARU	9,500	Capt. K. Kobayashi,	Sept. 24

FOR KOBE DIRECT.

TYO MARU	12,330	Capt. S. Hirata,	Sept. 20

FOR HONGKONG.

SUWA MARU	21,020	Capt. M. Machida,	Oct. 12

FOR MANILA AND HONGKONG.

KASHIMA MARU ...	18,910	Capt. K. Itsuno,	Sept. 20

FOR AUSTRALIA (Sailing from Hongkong).

For Manila, Zamboanga, Thursday Isl., Townville, Brisbane, Sydney, Melbourne:—

TANGO MARU 14,000		Capt. S. Saito,	Sept. 30
NIKKO MARU	10,000	Capt. S. Takano,	Oct. 18
AKI MARU	12,500	Capt. G. Shinomiya,	Nov. 15

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	Tons	Capt.	Arrive	Leave.
ALTAI MARU	15,000	M. Mori,	Sept. 30	Oct. 2

(Cargo only)

NEW YORK LINE. For San Francisco, Panama and New York via Dairen and Japan Ports.

AMUR MARU	15,000	H. Chiba,	Sept. 19	Sept. 21

PUGET SOUND LINE. For Tacoma, Victoria, Seattle and Vancouver via Dairen, Kobe, and Yokohama.

ALABAMA MARU ..	20,000	T. Yamaguchi,	Sept. 24	Sept. 26

FOR HONGKONG Direct

(Cargo only)

CELEBES MARU ...	12,000	J. Kurimura,	Sept. 13	Sept. 15
ARABIA MARU ...	20,000	K. Komiya,	Sept. 20	Sept. 22

FOR NORTH CHINA PORTS, For Dairen via Tientsin.

KOHOKU MARU	5,000	T. Akazawa,	Sept. 9	Sept. 12

FOR FORMOSA, For Takao via Foochow and Keelung.

FUKUKEN MARU...	5,000	R. Fukami,	Sept. 15	Sept. 17

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S.S. "KHYBER"	Sept. 13th
S.S. "KHIVA"	Oct. 10th
S.S. "SARDINIA"	Oct. 24th
S.S. "KARMALA"	Nov. 7th

FOR BOMBAY via STRAITS AND COLOMBO

S.S. "DILWARA"	Sept. 9th
S.S. "DUNERA"	Oct. 12th

FOR CALCUTTA FROM HONGKONG via THE STRAITS

S.S. "TANDA"	Sept. 16th
S.S. "TAKADA"	Sept. 30th

FOR SYDNEY and MELBOURNE from HONGKONG

*S.S. "EASTERN"	Sept. 17th
S.S. "ARAFURA"	Oct. 17th
S.S. "ST. ALBANS"	Nov. 14th

*from Shanghai

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U.S.S.B. "WEST CANON"	Oct. 19th

For New York—via Suez Canal

U.S.S.B. "DUQUESNE"	Sept. 14th

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Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Sep.	12	noon San Francisco	†Tenyo Maru	Jap.	T. K. K.
Sep.	14	— New York via P'ma	Toyooka Maru	Jap.	N. Y. K.
Sep.	14	— New York via Suez	Duquesne	Am.	S. & Dix
Sep.	15	— Seattle	†Keystone State	Am.	Adl. Line
Sep.	17	— Vancouver	†E. of Asia	Br.	C. P. O. S.
Sep.	18	— Seattle, ports	Katori Maru	Jap.	N. Y. K.
Sep.	21	— New York	Amur Maru	Jap.	N. Y. K.
Sep.	21	— Tacoma, ports	West Jena	Am.	S. & Dix
Sep.	22	— San Francisco	†Nanking	Am.	China Mail
Sep.	23	— Vancouver	†E. of Japan	Br.	C. P. O. S.
Sep.	23	— San Francisco	†Korea Maru	Jap.	T. K. K.
Sep.	26	— Tacoma, ports	Alabama Maru	Jap.	O.S.K.
Sep.	29	— Portland, ports	Pawlet	Am.	Adl. Line
Oct.	2	— San Francisco	†Golden State	Am.	P.M.S.S. Co.
Oct.	3	— Portland, ports	Vinita	Am.	Ch. P. Co.
Oct.	4	— San Francisco	†Hawkeye State	Am.	Adl. Line
Oct.	5	— San Francisco	†Shinyo Maru	Jap.	T. K. K.
Oct.	5	— New York	Eurymachus	Br.	B. & S.
Oct.	7	— New York, ports	Jadden	Am.	Adl. Line
Oct.	10	— Seattle, ports	†Yashima Maru	Jap.	N. Y. K.
Oct.	11	— Los Angeles, ports	West Henshaw	Am.	S. & Dix
Oct.	15	— Vancouver	†E. of Russia	Br.	C. P. O. S.
Oct.	19	— Seattle, ports	West Canon	Am.	S. & Dix
Oct.	25	— San Francisco	†Nile	Br.	China Mail
Oct.	24	— Portland, Ore.	West Kader	Am.	Ch. P. Co.
Oct.	25	— Seattle, ports	†Silver State	Am.	Adl. Line
Oct.	30	— Vancouver	†Monteagle	Br.	C. P. O. S.
Nov.	6	— San Francisco	†China	Am.	China Mail
Nov.	12	— Vancouver	†E. of Asia	Br.	C. P. O. S.
Nov.	14	— Portland, Ore.	West Keats	Am.	Ch. P. Co.
Nov.	20	— Vancouver	†E. of Japan	Br.	C. P. O. S.
Dec.	10	— Vancouver	E. of Russia	Br.	C. P. O. S.

FOR JAPAN PORTS

Sep.	14	5.00*	Moji, Kobe, Osaka	Omi Maru	Jap.	N. Y. K.
Sep.	16	10.00*	N'saki, K., Y'hama	Kasuga Maru	Jap.	N. Y. K.
Sep.	17	5.00*	Moji, Kobe, Osaka	Chikugo Maru	Jap.	N. Y. K.
Sep.	20	—	Kobe	Glenamoy	Jap.	N. Y. K.
Sep.	21	—	Moji, Kobe, Osaka	Yamashiro M.	Jap.	N. Y. K.
Sep.	23	5.00*	N'saki, K. Y'hama	Takeshima M.	Jap.	N. Y. K.
Sep.	24	7.00*	Moji Kobe, Osaka	Kumano Maru	Jap.	N. Y. K.
Sep.	27	5.30*	N'saki, K., Y'hama	Yawata Maru	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

Sep.	12	—	London, ports	Kitano Maru	Jap.	N. Y. K.
Sep.	13	—	Hamburg, ports	Crock	Am.	Adl. Line
Sep.	13	D.L.	London, ports	†Khyber	Br.	M. M. & Co
Sep.	15	—	Antwerp, ports	Glaucus	Br.	B. & S.
Sep.	16	—	Liverpool, ports	Lisbon Maru	Jap.	N. Y. K
Sep.	18	—	Sydney, ports	Eastern	Br.	M. M. & Co
Sep.	19	—	Rotterdam, ports	Tjisondari	Dut.	H. C. T. Co
Sep.	22	—	Hamburg, ports	Glentara	Br.	G.L.E.A.
Sep.	22	—	Hamburg, ports	Elpenor	Br.	B. & S.
Sep.	26	—	London, ports	Inaba Maru	Jap.	N. Y. K.
Sep.	27	—	Liverpool, ports	Lisbon Maru	Jap.	N. Y. K
Sep.	29	—	Singapore	Nile	Br.	China Mail
Sep.	29	—	Java ports, etc.	†Nile	Br.	China Mail
Sep.	30	—	Liverpool, ports	Theseus	Br.	B. & S.
Sep.	30	—	Liverpool, ports	Eumaeus	Br.	B. & S.
Oct.	2	—	Marseilles, ports	Altai Maru	Jap.	O. S. K.
Oct.	6	—	Liverpool, ports	Demodocus	Br.	B. & S.
Oct.	6	—	Antwerp, ports	Pyrrhus	Br.	B. & S.
Oct.	10	—	London, ports	†Khiva	Br.	M. M. & Co.
Oct.	10	—	Hamburg, ports	Alderamin	Dut.	H. C. T. Co
Oct.	10	—	Singapore	China	Am.	China Mail
Oct.	12	—	Bombay, ports	Dunera	Br.	M. M. & Co
Oct.	20	—	Antwerp, ports	Titan	Br.	B. & S.
Oct.	24	—	London, ports	†Sardinia	Br.	M. M. & Co
Oct.	27	—	Liverpool, ports	Antilochus	Br.	B. & S.
Oct.	31	—	Rotterdam, ports	Boeroe	Dut.	H. C. T. Co
Nov.	7	—	London, ports	†Karmala	Br.	M. M. & Co
Nov.	29	—	Hamburg, ports	Tosari	Dut.	H. C. T. Co
Dec.	27	—	Hamburg, ports	Aldebaran	Dut.	H. C. T. Co

FOR SOUTHERN PORTS

Sep.	11	D.L.	S. H'kong, C'ton	Choysang	Br.	J. M. & Co.
Sep.	12	D.L.	H'kong, C'ton	Suiyang	Br.	B. & S.
Sep.	12	4.30	Ningpo	Hsin Peking	Br.	B. & S.
Sep.	12	—	Manila, Hongkong	Pawlet	Am.	Adl. Line
Sep.	12	5.00	Ningpo	Hero	Chi.	N.S.S.N. Co.
Sep.	13	9.00*	S. H'kong, C'ton	Szechuen	Br.	B. & S.
Sep.	13	4.30	Ningpo	Kiangteen	Chi.	C.M.S.N. Co
Sep.	13	—	Wenchow	Haean	Chi.	C.M.S.N. Co.
Sep.	13	—	Foochoy	Feiching	Chi.	C.M.S.N. Co.
Sep.	13	—	A. H'kong, C'ton	Kwangtse	Chi.	C.M.S.N. Co
Sep.	15	—	Hongkong	Celebes Maru	Jap.	O. S. K.
Sep.	15	9.00*	A. H'kong, C'ton	Fenning	Br.	B. & S.
Sep.	15	—	Hongkong & Manila	Hawkeye State	Am.	Adl. Line
Sep.	17	10.00*	S. H'kong, C'ton	Chenan	Br.	B. & S.
Sep.	17	—	Keelung, ports	Fukuken Maru	Jap.	O. S. K.
Sep.	20	—	Manila & Hongkong	Kashima Maru	Jap.	N. Y. K.
Sep.	20	—	Manila & Hongkong	Golden State	Am.	P.M.S.S. Co.
Sep.	22	—	Hongkong	Arabia Maru	Jap.	O.S.K.
Sep.	29	—	Hongkong	Nile	Br.	China Mail
Oct.	1	—	Manila, Hongkong	E. of Russia	Br.	C. P. O. S.
Oct.	6	—	Hongkong, Manila	Silver State	Am.	A. Line
Oct.	10	—	Hongkong	China	Am.	China Mail
Oct.	12	—	Hongkong	Suwa Maru	Jap.	N. Y. K.
Oct.	13	—	Manila, Hongkong	Taiyo Maru	Jap.	T. K. K.

FOR NORTHERN PORTS

Sep.	12	10.00*W.,	C'foo, T'tsin	Kingsing	Br. J. M. & Co.
Sep.	12	—	Tientsin	Kohoku Maru	Jap. O. S. K.
Sep.	13	—	Newchwang	Toonan	Chi. C.M.S.N. Co.
Sep.	13	D.L.	Tsingtao	Tungsang	Br. J. M. & Co.
Sep.	13	3.00	W'wei, C'foo, T'tsin	Fengtien	Br. B. & S.
Sep.	13	9.00*	Antung	Kweilin	Br. B. & S.
Sep.	13	9.00*	Newchwang	Wenchow	Br. B. & S.
Sep.	15	10.00*	Vladivostok	Yungshin	Chi. L. V. Lang
Sep.	15	9.00*	Tsingtao, ports	Chohei Maru	Jap. S.M.R. Co.
Sep.	15	1.00	W'wei, C'foo, T'tsin	Koonshing	Br. J. M. & Co.
Sep.	17	10.00*	Tsingtao	Yingchow	Br. B. & S.
Sep.	17	10.00*	W., C'foo, T'tsin	Tungchow	Br. B. & S.
Oct.	11	7.00*	Tsingtao, Dairen	Sakaki Maru	Jap. S.M.R. Co.
Oct.	14	—	Vladivostok	Shinyue	Chi. S.P.S.N. Co.

FOR RIVER PORTS

Sep.	11	M.N.	Hankow, etc.	Kiangyung	Chi. C.M.S.N. Co
Sep.	12	M.N.	Hankow, etc.	Kiangshun	Chi. C.M.S.N. Co.
Sep.	12	M.N.	Hankow, etc.	Kashing	Br. B. & S.
Sep.	13	M.N.	Hankow, etc.	Kiangshin	Chi. C.M.S.N. Co.
Sep.	13	M.N.	Hankow, etc.	Woosang	Br. J. M. & Co.
Sep.	13	M.N.	Hankow, etc.	Chungking	Br. B. & S.
Sep.	13	M.N.	Hankow, etc.	Hwahlee	Chi. S.P.S.N. Co.
Sep.	14	M.S.	Hankow, etc.	Hwahta	Chi. C.M.S.N. Co.
Sep.	14	M.S.	Hankow, etc.	Woosung	Br. B. & S.
Sep.	15	M.N.	Hankow, etc.	Kiangan	Chi. C.M.S.N. Co.
Sep.	15	M.N.	Hankow, etc.	Luenpo	Br. J. M. & Co.
Sep.	15	M.N.	Hankow, etc.	Poyang	Br. B. & S.
Sep.	16	M.N.	Hankow, etc.	Luenyi	Br. B. & S.
Sep.	16	M.N.	Hankow, etc.	Suiwo	Br. J. M. & Co.
Sep.	17	M.N.	Hankow, etc.	Esang	Br. J. M. & Co.
Sep.	17	M.N.	Hankow, etc.	Wanhsien	Br. B. & S.
Sep.	18	M.N.	Hankow, etc.	Kiangfoo	Chi. C.M.S.N. Co.
Sep.	19	M.N.	Hankow, etc.	Kwangwah	Chi. C.M.S.N. Co.
Sep.	19	M.N.	Hankow, etc.	Kutwo	Br. J. M. & Co.
Sep.	19	M.N.	Hankow, etc.	Nganking	Br. B. & S.

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VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ships Name	Flag	Agents
July	18	—	Ankong	Chi.	
Sep.	8	— Hankow, etc.	Aning	Br.	A.P. Co.
Sep.	9	— Japan	Amagisan Maru	Jap.	M.B.K.
Sep.	10	— Bombay, ports	Calcutta Maru	Jap.	N. Y. K.
Sep.	8	— Hankow, etc.	Chinkow	Chi.	S.P.S.N. Co.
Sep.	8	— Tsingtao	Choysang	Br.	J. M. & Co.
Aug.	28	—	Chinchong	Chi.	T.Y.S.S. Co.
Sep.	3	— Marseilles, ports	Cordillere	Fr.	M. M. Cie
Sep.	8	— Foochow	Feiching	Chi.	C.M.S.N. Co.
Sep.	4	— Tientsin	Daitoku Maru	Jap.	C. C. C. Co.
Sep.	4	—	Gweneth	Br.	
Sep.	2	— Liverpool, ports	Glaucus	Br.	B. & S.
Aug.	27	— Chinwangtao	Henrik	Nor.	K.M.A.
June	13	—	Hwahting	Chi.	
Apr.	10	—	Hungkiang	Fr.	C. S. F. den.
Sep.	4	— Tsingtao,	Hoihow	Br.	B. & S.
Sep.	8	— Wenchow	Haean	Chi.	C.M.S.N. Co.
Sep.	10	— Hankow, etc.	Hanping	Chi.	H. Y. P.
Sep.	10	— Chinwangtao	Hero	Nor.	K.M.A.
Sep.	10	— Hongkong	Hopsang	Br.	J. M. & Co.
Sep.	9	— Hankow, etc.	Kashing	Br.	B. & S.
Sep.	9	— Japan	Khyber	Br.	M. M. & Co
Sep.	9	— Chinwangtao	Kiangping	Chi.	K. M. A.
Sep.	10	— Hankow, etc.	Kiangshun	Chi.	C.M.S.N. Co.
Sep.	9	— Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Sep.		— Japan	Kinano Maru	Jap.	N. Y. K.
Sep.	9	— Tientsin, ports	Kingsing	Br.	J. M. & Co.
Sep.	9	— Foochow	Kohoku Maru	Jap.	O. S. K.
Sep.	10	— Hongkong	Kwangtse	Chi.	C.M.S.N. Co.
Sep.	10	— Antung	Kwellin	Br.	B. & S.
Sep.	7	— New New	Kentucky	Br.	J. M. & Co.
Sep.	4	— Japan	Kyodo Maru 26	Jap.	M.B.K.
Sep.	2	—	K. Templar	Br.	B. & S.
Aug.	24	— Hankow, ports	Liuhsing	Br.	J. M. & Co
July	23	— Chefoo	Luenbo	Am.	Seconi
June	19	—	Meitan	Chi.	S.P.S.N. Co.
Sep.	2	—	Mingshun		
Sep.	2	—	Miesur		
Aug.	30	— Cruise	Pacific	Br.	B. & S.
Sep.	5	— Liverpool, ports	Pakhoi	Br.	B. & S.
Aug.	30	—	Pyrrhus	Br.	Mollar & Co.
Sep.	9	— Townsend, Ore.	Pawlet	Am.	Adl. Line
Aug.	29	— Tientsin, Chefoo	Ralph Moller	Chi.	S.P.S.N. Co.
Sep.	2	— Cruise	Shinping	Chi.	G.N.T.C.
Sep.	2	— Cruise	Store Nordiske	Nor.	G.N.T.C.
Sep.	10	— Dairen	Sadagi Maru	Jap.	S.M.R. Co.
Sep.	9	— Tsingtao	Shinfoo	Chi.	S.P.S.N. Co.
Sep.	9	— Tsingtao	Suiyang	Br.	B. & S.
Sep.	9	— Hankow, etc.	Suiyang Maru	Jap.	N. K. K.
Sep.	8	— Hongkong	Sungshan Maru	Jap.	N. K. K.
Sep.	9	— Hongkong	Szechuen	Br.	B. & S.
Sep.	10	— Hankow, etc.	Tachang Maru	Jap.	N.K.K.
Sep.	10	— Hankow, etc.	Taiye Maru	Jap.	K.M.A.
Sep.		— Hankow, etc.	Tatung	Br.	B. & S.
Sep.	6	— Japan	Toyo Maru 7	Jap.	K.M.A.
Sep.	9	— Hankow, etc.	Tsangtah	Br.	C.I.&E.L. Co.
Sep.	4	—	Vigan	Am.	C.I.&E.L. Co.
Sep.	7	— Hongkong	West Jena	Am.	S. & Dix
Aug.	29	— Hankow, etc.	Whangpu	Br.	B. & S.
Sep.	9	— Tientsin	Weishun	Chi.	S.P.S.N. Co.
Sep.	9	— Portland, Ore.	West Nivaria	Am.	Ch. P. Co.

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
	Aug. 26	Aberanda	Am. Transport
BI		E. Carlotto	Ital. gunboat
BNB1	Aug. 2	Woodcock	Br. gun-boat
O.D.W.	Aug. 29	Widgeon	Br. gun-boat

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S.S. "Bessie Dollar"	Sept. 30th

SAILINGS FOR SAN FRANCISCO

S.S. "Bessie Dollar"	Sept. 30th

SAILINGS FOR NEW YORK

S.S. "Bessie Dollar" via Panama	Sept. 30th
S.S. "Grace Dollar" via Suez	Oct.

SAILINGS FOR HONGKONG, MANILA, SINGAPORE AND CALCUTTA

S.S. "GRACE DOLLAR"	Oct.

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The Most Spectacular Inland Water Trip in the World. Particularly delightful at this Season of the Year.

The Robert Dollar Company

Operates

Two Fast Luxurious Steamers between Ichang & Chungking

"ALICE DOLLAR"

"ROBERT DOLLAR II"

All Modern Comforts Cuisine Excellent

Frequent Trips assure close connection with Lower River Steamers

For Full Information Regarding Passenger and Freight Rates, Descriptive Pamphlet

WRITE

The Robert Dollar Company

Shanghai, Hangkow, Peking

Thos. Cook & Son Shanghai

TYRE SERVICE THAT IS SERVICE
Use our tyre service—it will save money for you.
H.S. HONIGSBERG & CO. INC.
P. GIOVANNINI TYRE DEPT

The China Press
大陸報

SHANGHAI, SUNDAY, SEPTEMBER 11, 1921

ARE you having trouble with the engine in your motor truck?
Install GILL PISTON RINGS and the chances are your troubles will end.
THE CENTRAL GARAGE CO.
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Business and Official Notices

Cable "MOORE" Shanghai
ESTABLISHED 1874
Codes A1, ABC 5th Ed. & Bentley's

L. MOORE & Co.
LIMITED

45 Kiangse Road Shanghai
Auctioneers, Valuers, Land Brokers

Phone { Fire Loss Adjusting Dept. C. 6123
Auction Dept. C. 153

AUCTION INDEX

Wednesday, September 14th.—New Superior and Substantial Office and Household Furniture in Salesroom at 10 a.m. and 3 p.m.

Weekly Sundry Cargo Auctions are held every Wednesday in their Godown in rear. Goods sent in to-day may be included in the sale.

ON WEDNESDAY, SEPTEMBER 14th at 2.30 p.m.

69 cases "Gold Medal" Liquid Metal Polish, 4 Bales Wool, 1 barrel German Aniline Dye, 20 drums Disinfectant, 1 case Green label Chutney, 50 bottles Ink for Fountain pens, 13 doz. boxes Turkish Delight, 1 doz. sheets Patent Leather—106¾ square feet. 1 doz. Dish pan, ½ doz. Rinsing pans,

and

16 "Watson" A C Motors complete with Base & Pulley ¼, 1, 2, 3, 5, 7½, 10 & 15 H.P. Single & 3 Phase, 50 Cycle, 110, 220 & 350 volts.

7 Compensators for 10, 15 & 7½ H.P.

NOW ON VIEW.

Monday, September 19th.—Excellent Wines and good Provisions in Salesroom at 10 a.m.

Friday, September 23rd.—A splendid general collection of Postage Stamps in upper Salesroom at 4.30 p.m.

Thursday, September 29th.—Superior Household Furniture and Sundries at No. 6 Weihaiwei Road.

Friday, October 7th.—A splendid collection of mint King George's, including highest values, all obsolete in upper Salesroom at 4.30 p.m.

Friday, October 21st.—First part of general collection saved from wreck of S.S. "Hung Moh" in upper Salesroom at 4.30 p.m.

W. Funder & Co.
Auctioneers, Land Brokers, Valuers & Appraisers
will sell within their Salesroom
No. 49 KIANGSE ROAD
On Wednesday, 16th Sept., 1921
Commencing at 10 a.m.
and
Continuing at 3 p.m.
A quantity of French imported new lady's dresses. Hats, Gloves, Fancy hair pins, Broaches, 200 gross cigarette holders and sundries, etc., etc., etc.

Auction of Sundry Cargo.
NOEL, MURRAY & CO.
LIMITED
Will sell at Salesroom
On Monday, 12th Sept., 1921
Commencing at 2.30 p.m.
A Large Quantity of
Black Astrachan, Water Proof Cloth, Sun Cloth, Cream Serge, Gas Mask Cloth, Panama Hats, Coloured Printing Ink, "Crown" Elastic, Lamp Wicks, Emery Paper, "Calpaco" Copal Body Varnish, Patent Leather, Wire Nails, Electric Wire, Hair Clippers, Ricsha Rubber Tyre, Carriage and Ricsha Axles, Enamelled Pans, Shaving Cream, "Lord Salisbury", "Omar" and "Lucky Strike" Cigarettes, Cigars, Assorted Jam, "Bunte" Cocoa, Chutney, Sundry Stores, Ready Mixed Paint, Merchandise Samples, etc.
also
7 Cases ea. 10 x 10 Catties Tin Standardised Natural Indian Indigo 45/50% Powder. 5 Cases White Cotton Handkerchiefs, 200 Doz. New Towels, 13 Pairs Hemmed Plain Bed Sheets, 32 Pairs Twilled Hemmed Bed Sheets, 1 Roll Single Leather Belting 12" x 274½ ft.
and
(For account of the Concerned)
About 250 Cases Sparkling Wine, Champagne, 3 "Crown" Brandy, "Tiger Head" Rum, Mineral Water, "Cusenier" White Curacao, Marasquin, Creme de Cacao, Cherry Brandy, Superior Claret, Ginger Brandy, Dry Gin, Beer, etc., etc., etc.
On View Morning of Sale.

Business and Official Notices are Continued on Page 16 17 and 20

WARNING
The public is hereby warned not to negotiate the following bonds which have been stolen or mislaid:
Chinese Government 6 percent Internal Loan 4th year of $100 each.

No. 037460	No. 050915	No. 040723
„ 002392	„ 002391	„ 002388
„ 002389	„ 002387	„ 002362
„ 002386	„ 012282	„ 012285
„ 036342	„ 041853	„ 042477
„ 042479	„ 012288	„ 012287
„ 012286	„ 012283	„ 048786
„ 056727	„ 056721	„ 056729
„ 056720	„ 056717	„ 011580
„ 042482	„ 012284	„ 011362

GENSBURGER & CO.,
25 Avenue Edward VII.
41281

Dr. Alexander Rosemberg, M. D.,
(Montpellier University, France)
Consultations Hours: 1 to 4 p.m. and by appointment
22 Chaoufoong Road
Telephone North 737
40579

L. C. Smith & Bros.
TYPEWRITER
No. 8
SILENT MODEL

Ball Bearing, Long Wearing, Silent Running.
Equipped with all up-to-date improvements
Built for service and efficiency and of finest workmanship and construction, it is the most perfect typewriter ever offered in China.

Geddes & Co., Ltd.
Agents,
5 Peking Road, Shanghai.
Tel. C. 246.

Ask for
SANDY MAC
SPECIAL LIQUEUR
Scotch Whisky

S. H. N. R.

MOKANSHAN LAUNCH SERVICE

This is to announce that the launch service will be resumed on and from the 10th instant. As the water has only slightly subsided, passengers are hereby notified that the running of the launch will be slower than the scheduled time in order to avoid flooding of the surrounding farms.

ACTING TRAFFIC MANAGER.

September 9th, 1921.
41287

CUSTOMS NOTIFICATION

No. 977.

Validity of Passes for Native Re-exports extended to Two Years.

In accordance with instructions received through the Inspector General the public is hereby informed that the validity of passes for Native Re-exports as specified in the appended list is, from the date of this notification, extended to two years, provided the goods covered are really intended for export abroad.

Merchants desiring to avail themselves of this privilege must declare on the import application that the goods are intended for export abroad, otherwise they will lose the benefits which the new rule affords.

Passes issued for the specified goods so declared will be marked "Foreign destination declared at time of importation: Pass valid for two years for re-exportation abroad only."

Any of the specified goods covered by such passes, if re-exported to a Chinese port after one year, will not be entitled to Drawback or Native Exemption Certificate and will be liable to export duty.

Native goods not included in the privileged list must not be applied for on import applications for specified goods declared for export abroad.

Sévere penalties will be inflicted on goods found to be substituted and the privilege will be liable to withdrawal if abused.

A. BRAUD,
Deputy Commissioner of Customs in Charge temporarily.
Custom House,
Shanghai, 10th September, 1921.
Appendix

APPENDIX

Specified List of Native Re-exports for which Passes are Valid for two years.

Antimony, Ore and Refined
Beans
Bristles
Egg Albumen
Egg Yolk
Feathers
Fibres: Hemp
Fibres: Ramie
Hair, Horse
Hair, Human
Hats, Rush
Hemp Skin
Hides, Buffalo and Cow
Intestines
Lily Flowers, Dried
Musk,
Nutgalls
Oil, Bean
Oil, Wood
Rhubarb
Seed, Linseed
Seed, Sesamum
Silk Refuse or Waste
Silk Pongee
Silk Raw
Skins of all kinds
Soapstone Ware
Straw Braid
Tallow, Vegetable
Tobacco Leaf
Varnish
Vermicelli
Wax, White
Wool, Camel
Wool, Sheep
41284

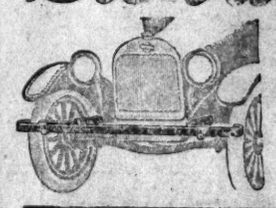
OFFICE SUPPLIES
Anything and Everything
from a half inch pin to a complete steel furniture installation.

Here's a list of little things:—

Sponge and Sponge Cup
Pen Holders and Pen Points
Tubes of Paste
Mucilage
Rulers
Notebooks
Inks
Card Indexes
Erazers
Account Books
Etc., Etc., Etc.

THE OFFICE APPLIANCE CO.
22 Nanking Road.
Phone C. 4778

Steward
AUTO GUARD
NEW MODEL



The sturdy rail is 5 feet long. It is made of high carbon spring steel, as are also the spring members. Flexibility and strength have been combined to an unprecedented degree.

The Shanghai Horse Bazaar & Motor Co., Ltd.

TAXI?
Yellow & Black
C. 202

THE INDUSTRIAL DEVELOPMENT BANK OF CHINA
NOTICE

NOTICE is hereby given that The Industrial Development Bank of China has been duly authorized to issue banknotes and to act as agent to the Government treasury.

From the 9th of September, 1921, the above named Bank will issue banknotes in five different denominations, namely, $1, $5, $10, $50 and $100.

All sub-treasuries of different Provinces and special Areas and Agents of the Board of Communications will receive the notes at their face value, for payment of taxes, duties, freights, posts, telegrams, etc.

The above named Bank has ample reserve fund for the redemption of the notes issued and also have appointed agents for redemption of the notes issued at places where there are no branches.

THE INDUSTRIAL DEVELOPMENT BANK OF CHINA
HEAD OFFICE, PEKING.

Chairman of Board of Directors:	Pan Fu
Vice-Chairman:	Yu Ya Ching
President:	Chang Shou Yung
Vice-President:	S. S. Woo.
Manager of Shanghai:	Zah Yung Jei.
Sub-Manager of Shanghai:	Moh Tsing Ding.

41215

NOTICE

In accordance with a resolution passed on September 4th, the inaugural meeting of the undersigned association will take place on Sunday next, September 11th, at 1 p.m., at Y.M.C.A. Building, 120 Szechuen Road.

The benevolent public of Shanghai are cordially invited to attend.

Anhui Flood Relief Association,
Preparatory Office.

安徽水災急賑會籌備處啓
(大新街迎春坊院商公司內
412

Amusement Advertising will be found on Page 20 and 21

LOST

A Bank Order, issued by the Hoong Shun Bank (鴻順莊), No. 10853, for Taels 2,057.428, due on 10th day of 8th moon, has been lost.

The public are requested not to negotiate the said Order, as its loss and cancellation have been declared at the said Bank.

A similar notice also appears in the Shun Pao and Sin Wan Pao.

CHEN LAI CHING.
程蘭卿啓
41197

ELECTRIC CABINET
TURKISH BATH
And Massage Establishment
Experienced men and women attendants "Keep open till midnight." Cor. Nanking and Szechuen Roads
PROF. I. K. SITO.
above Oriental American Bank. Tel. 2762.

Business and Official Notices

PUBLIC NOTIFICATION

Chinese Government Railways
PEKING-HANKOW LINE
Short Term Bonds

In 1915, the Peking-Hankow Railway has floated a loan amounting to two million and five hundred thousand dollars ($2,500,000) which has been oversubscribed. Interests have been paid and bonds retired punctually.

With a view to develop the traffic along its line, to strengthen the old bridge, to erect new bridges, to increase the efficiency of its administration, the Peking-Hankow Railway floats, with the approval of the Ministry of Communications a new loan amounting to four million dollars ($4,000,000), bearing an interest higher than the previous loan.

Subscriptions will be taken place either at the Banks designated below, or at the Accounting Department or the Peking-Hankow Railway.

The regulations governing the issuance of the bonds are as follows:

Regulations governing the Issuance of Peking-Hankow Railway Short-Term Bonds. (Improvement)

Art. 1: With a view to develop the traffic along its line, the Peking-Hankow Railway is authorised by the Ministry of Communications to float a short term loan, to be known as Peking-Hankow Railway Short Term Bonds.

Art. 2. The total amount of the bonds is fixed at four million dollars ($4,000,000) Peking currency.

Art. 3. The denominations of the bonds are of four kinds: namely, $10,000, $1,000, $100, and $50.

Art. 4. Interest for the bonds is 0.8% monthly.

Art. 5. Subscriptions will be taken place within one month and half, that is, from August 16th to September 30th, the tenth year of Chinese Republic.

Art. 6. The term of the bonds is four and half years. Interest for the first six months shall be paid in advance at the time of subscription. $500,000 bonds shall be retired in every six months by drawing, until the total issue shall be retired on March 31, the 15th year of Chinese Republic. The drawing shall be taken place on March 15 and September 15 of every year, supervised by representatives from the Ministry of Communications.

Art. 7. Subscriptions shall be closed at the end of September, the tenth year of Chinese Republic. Subscriptions paid before this date shall receive a monthly interest of 0.8%, to be counted by days, from date of subscription to the end of September which, together with the interest for the first six months (from November 1st, the tenth year of Chinese Republic, to March 31st the eleventh year) shall be deducted from the amount of subscription at the time when payment is made. Interest shall hereafter be paid semi-annually.

Art. 8. The bonds shall be sold at ninety two dollars and eighty cents ($92.80) per every hundred dollars ($100), but shall be retired at the par value.

Art. 9. Those bonds which have been drawn shall receive interests only up to the end of the term in which the drawing has taken place, whatever the date of payment will be.

Art. 10. Beginning from the time when subscription is closed, the Peking-Hankow Railway shall reserve every month $100,000 from its operating revenues to be deposited in the following banks which shall act as its subscription agents, the Bank of China, the Bank of Communications, the Continental Bank, the Kincheng Banking Corporation, the Sing Hua Savings Bank, the Salt Bank, etc., as gurantees for the payment of the bonds and interests.

Art. 11. The above-mentioned banks shall act as the agents of the Peking-Hankow Railway for the sale of the Bonds. But they shall from time to time advice with the Accounting Department of the Peking-Hankow Railway. Interests shall be paid and bonds retired through the same banks.

Art. 12. Detailed regulations governing the sale of the bonds shall be made separately.

Art. 13. The bonds shall not be registered in the name of the purchaser, but it may be so registered, if requested.

Art. 14. The bonds shall be good for guarantee money of the employees of the Chinese Government Railways.

Art. 15. The bonds shall be good for securities or guarantees of the contractors, merchants, and transportation companies who may have contracts with the Peking-Hankow Railway.

Art. 16. The matured bonds and interest coupons shall be good for cash payment to the Peking-Hankow Railway.

Art. 17. In case of loss or destruction by fire of the bonds the original owner or owners shall notify the police office at the place of his residence the number of the bonds and the conditions when they are lost or destroyed, and shall also notify the bank of issue. At the same time, the facts shall be published in at least two daily newspapers. After two months, the bank of issue shall certify the facts and request the Peking-Hankow Railway to issue new bonds to take the place of the lost or destroyed bonds. Matured bonds not redeemed within five years, and interest coupons not redeemed within two years, shall be considered as void.

Note—In case of dispute or disputes arising out of the interpretations of these regulations, the original Chinese version shall be considered as valid.

41275

FRENCH MUNICIPAL SCHOOL
(Avenue Joffre 247—Telephone C. 453)

The French Municipal School reopens on Monday, September 26th, at 8.30 a.m. The School, which is open to children of European and American parentage *only*, consists of:

(1) Infant department.
  (1) Kindergarten
  (2) Lower transition
  (3) Upper transition;
(2) Middle School.
  9th, 8th, 7th, 6th classes;
(3) Upper School.
  5th, 4th, 3rd classes;
(4) High School.
  (1) 2nd, 1st. Philosophy and Mathematics classes (general instruction).
  (2) Commercial courses (organised for the first time in October, 1921).

Typewriting, Short-hand, Bookkeeping, Commerce classes are held in preparation of both French Examinations (Certificat d'Etudes Primaires, Brevet Elementaire, Baccalaureats, Commercial Diploma) and English Examinations (Cambridge Local Examinations).

The fees, payable in advance, are:

Infant department	$ 6.00 p. m.
9th & 8th classes	$ 9.00 p. m.
7th, 6th classes	$11.00 p. m.
5th, 4th, 3rd, 2nd, etc.	$14.00 p. m.

Stationery is provided free. Text books are supplied at cost price. A reduction of fees is made when more than one child from the came family is in attendance in the school.

Applications for admission are being received now and Syllabus can be obtained from the Headmaster.

By order,
P. LEGENDRE,
Secretary.
41282

Hankow and Ports

The San Peh S. N. Co.'s Steamer "Hwah-Lee", Captain Lee, will leave from the Ningshao Wharf, Chinese Bund, Nantao, on Tuesday, the 13th Sept., at about 12 o'clock (midnight). (Cabins fitted with electric fans). Passage Money Shanghai to Hankow, $40 single and $60 return. For Freight or Passage apply to office of the Company, 47-49 Avenue Edward VII. Telephones: Freight 1520, Passage 3283. 41273

LOST DEED

Whereas the title deed for the property 82A situated in the Kuling estate, Kiangsi, has been lost or stolen, notice is hereby given that if the deed is not recovered by Oct. 1st, a new deed will be issued, the original being hereby declared null and void.

W. E. MacKLIN.
Kuling, September 7, 1921.
41272

Dr. JAMES YUKING
Specialist in the treatment of Venereal Diseases and Piles.
73 Nanking Road
(Between Honan & Shantung Rds.)
Piles guaranteed to be cured within ten days after one treatment without operation or pain. (Latest European methods of treatment.)
Office hours: 8-12 & 1-7 daily.
or by appointment
'Tel. C. 2127.

HARBOUR NOTIFICATION

No. 11 of 1921.

Shanghai Sanitary Regulations. New Clause.

NOTICE IS HEREBY GIVEN that the Chinese Government, with the assent of the Treaty Power Consuls, has decided that a new clause be added to the Sanitary Regulations for the Port of Shanghai to the effect that:

"All vessels entering the port of Shanghai must produce a certificate of fumigation not more than six months old."

This regulation (Clause 1g) shall come into force on 15th March, 1922.

H. G. MYHRE,
Harbour Master.

Approved:
A. Braud,
Deputy Commissioner in charge, temporarily.
Custom House,
Shanghai, 10th September, 1921.
41274

SHRINERS NOTICE

The regular monthly meeting of the members of NOMAD OASIS A.A.O.N.M.S. will be called to order at 6:30 p.m., Monday, Sept. 12, 1921, at the Columbia Country Club. Following the meeting, chow will be served and no doubt some entertainment.

SECRETARY,
By Order.

NOTICE

Depositors and Customers of the Shanghai Branch of the Banque Industrielle de Chine who have not yet received a statement of their account made up per 26th July, 1921, are requested to notify at once by letter the said Branch, giving full and exact postal address.

Customers holding unpaid drafts on France and/or on other countries, issued by the local Branch, or whose orders of payment transmitted by cable and/or letter have not been executed, are requested, if they have not already done so, to send at once to the local Branch full details of the transaction in suspense. On receipt of such details the Branch shall forward to these clients a formular enabling them to establish their claims as specified above.

41132

RIDING SCHOOL
Gordon Road W603
Riding and jumping lessons, given by the instructors, finished special superior horsemanship academy. For last year more than 250 clients. Ponies for sale.
41097

PROFESSIONAL
Madam Kelvey's School of Dancing—professional teacher of modern character, classical, clog, buck, ballet and toe dancing. Pupils trained gracefully, individual style studied and developed, correct arm movements and graceful exercises taught, special attention is given to each child. Terms moderate. For appointment write: Madam Kelvey, Box 49, Chinese Post Office.
40823

DR. F. FRANEK, M.D.
Specialist in Urinary Skin and Internal Diseases
(Latest European methods of treatment)
21, Nanking Road
Consulting hours 11-1, 4-6
39684

The Far Eastern Insurance Co., Ltd.

Exchange of "Far Eastern" Share Certificates for "Yangtsze" Share Certificates

In order to facilitate the above exchange the Transfer Books of the Company will be closed from the 16th September, 1921, to 30th September, 1921, both days inclusive.

Shareholders who have accepted the Yangtsze Insurance Association's offer are now requested to send in their Share Certificates in exchange for which they will receive, after the 30th September, 1921, a like number of "Yangtsze" Share Certificates together with an Order on the Association's Bankers for the cash payment of Taels 5.00 per share.

By Order of the Board of Directors,
C. M. G. BURNIE,
General Manager.
Shanghai, 8th September, 1921.
41180

China × Press × Sports

SHANGHAI, SUNDAY, SEPTEMBER 11, 1921

LAWN BOWLS FINALS AGAIN POSTPONED

Single And Double Events Are Still Problems For Bowlers

PROSPECTS IN INTERPORTS

Talent Sent To Hongkong And Hankow Should Take The Honors

BY "THE SHOT"

Once more the rain has appeared in nice time to put an end to the week-end sport, and the singles and doubles lawn bowls finals will have to be again postponed. Mostly all the bowling fraternity were looking forward to what should be probably as good a final as we have seen in these events.

Certainly the singles is a problem and I for one do not care to forecast the result. Both are past champions and Geordie, being the present holder will no doubt leave nought to chance, in order to retain the title.

In their progress through the championship Dunlop's task has been much more severe than Aitkenhead's as Bob had only to beat Amner and Wheeler in the penultimate rounds. Still his wins in each case were so decisive, that I am not afraid of his chances on this score. We must not forget that in the 1st round Bob defeated J. Burnside at Hongkew in a splendidly contested game. On the other hand Geordie's win over Alec Braid seemed to me none too convincing although it was well merited at the finish. Taking all things into consideration I think Bob's partiality to the Junior's green will just turn the trick.

OUTLOOK AT H'KONG

Well, our inter-porters are now en route to their respective battle grounds and I'm sure the best wishes from all Shanghai trundlers accompany them. Taking the Hongkong game first we all know how strong the colony is in the game of lawn bowls, and whatever team journey to there they have a tremendous task before them. In spite of this I feel inclined to think that we have a fair chance of annexing another flag. Taking the team individually, there is no doubt that Jack Shaw is thoroughly deserving of his position.

It is usually the case that a visiting team in these games is never representative of the best class owing to difficulty of obtaining leave etc., but had the games been taking place at Shanghai I still think that Shaw would have been elected skip. The third will probably be McAlister—a dour and hard man to be up against when anything is at stake.

McAlister played second last year against Hongkong and his performance certainly went a long way to the colony's defeat. He has also skipped a team at Hankow and made no mistake about annexing a flag. Sam Marks is a jolly fine bowler, and but for a wee bit of nervousness is very nearly top class. As Sam will be playing second he should have nothing to fear on this score knowing who has to follow. The first wood should rest between Landers and Tweedlie and I know both these exponents to be very valuable leads. Probably the Wayside will get the position. There is little between them and I rather think Tweedlie will obtain the honors. So much for the Southern scrap, now what about the Yangtsze battle.

CONCERNING HANKOW

Numerically we have sent a very strong team up but as only a skip is elected, one is rather puzzled when figuring out their chances. Tom Poignand as skip will have to be at his best in the tactical points of the game as well as the practical. As a Recs skip he has done very well this season, having only lost one inter-club game. The third man will undoubtedly be Joe Smyth and on his season's performances I'm not afraid of Joe.

Possessed of any amount of confidence backed up by a wide knowledge of the game Smyth appears to me the backbone of our team. The remaining places I have not the faintest idea as to whom they will be filled by. Philipps and Brown are equally good at second or third while Frank Lloyd, David or Chilver may figure in the lead. Anyhow, I really think Paul and his pets have a great chance of annexing their first flag. We shall see, one thing—I should like to congratulate the Recs on the number of entries for this year's Interport games, and, as leaders in the club matches this season our sister ports need not depreciate the capabilities of our team on this score.

SPORT AND STAGE

BY DOMINO

RHYMES OF THE TIMES

Hi, yah! too muchee bobbery
Just now, master, I tinkee;
This side we have armed lobbery
That side too muchee dlinkee;
Some man, he talkee Wu Pei-fu
Can beat lebelee easy,
Maybe he can,
But you man-man
Look see Szechuenesee!

* * *

Lloyd George I-tinkee plentee good
Muchee big ting 'e know;
Just now I savee General Wood
Must lulee Filipino;
But master just now talkee tlue,
What ting Japan man talkee?
More better now
From our Tsingtao
He chop-chop walkee walkee!

* * *

R. B. HURRY

The news of the resignation of Mr. R. B. Hurry will be received by the readers of this paper, and a large circle of friends, with the greatest regret. For some years he contributed Sunday after Sunday well thought out and finely written articles on "Things Musical," for THE CHINA PRESS. For ten years he occupied the post of organist and choirmaster of Holy Trinity Cathedral. During that period the music and singing at the Cathedral underwent a great change, and all in the right direction. Mr. Hurry had no time for anything cheap or trifling in the way of music. His many pupils, and all those who knew him recognised his undoubted genius. His place in local musical circles will be hard to fill.

We have very pleasant memories of his own compositions both for organ and full orchestra.

Mr. Hurry left for England in the early part of this year and hoped to return next month, but after consultation with various doctors it was decided that his health would not stand a further term of office here, and so the talented musician resigned. He is now in the University town of Cambridge, where his ability will no doubt be utilised to full advantage. That the same success and esteem will attend his efforts in England as they did here will be the heartfelt wish of all who know him.

* * *

THE WRONG NUMBER

If a play were labelled farcical comedy in years gone by the audience knew what to expect before the curtain rose. There would be conjugal inndelity as the theme, six doors to an impossible room, and much running in and out of them combined with a considera amount of noise.

Nowadays, however, the term farcical comedy seems to embrace brainier plays. For instance, "The Wrong Number" at present being played with marked success at the Duke of York's Theater, London, and written by Harriet Ford and Harvey O'Higgins, does not rely on noise, or impossible architecture to create laughter; while conjugal infidelity is only suspected, and no "actress" is found in the "hero's" bedroom in compromising circumstances.

The main idea of "The Wrong Number" is simplicity itself, and it goes to show that a simple theme when cleverly worked out—as at the Duke of York's—will be the foundation of many a "farcical comedy" in the future, for the public shows pretty plainly it is sick of the "Up in Mabel's Room" stuff.

The Ford-O'Higgins theme is, in short, the servant problem. A wealthy man living in the country cannot keep servants. His wife—who detests the country and wishes to return to town—does not attempt to keep them! Her husband takes matters into his own hands and rings up an agency. By mistake he gets on to the wrong number (it is not only possible but probable), and finds himself talking to a detective agency, which says that it is prepared to send him a cook and butler who will act as detectives. The master doesn't care a hang if they are detectives so long as they can cook and buttle, and in the second act we find them installed in the house!

Of course the pair think they are there to exercise their professional skill and the fun in the second and third acts is fast and furious when they find all sorts of suspicious circumstances attacked to the most blameless people.

In order to increase the complications the authors have stretched the possibilities rather far, for they make an affectionate wife show a love letter written before marriage by her husband to an actor-friend who, for cinema pur-

(Continued on Page 2)

S.I.S.C. GALA CLOSES WITH SENSATIONAL WIN ON 100-YD. SPRINT BY DARK HORSE TORDY

R. W. MacCabe Wins Throwing The Polo Ball Contest For Seventh Consecutive Time Of Competiting; Rowing Club Takes Polo, 3-0

The 1921 annual swimming gala and aquatic sports of the Shanghai International Swimming Gala will long be remembered in the annals of local swimming, for apart from the exceptionally good showing of Siemssen in the quarter mile and the breast stroke (a new feature in the Shanghai championships), the wonderful surprise of the 100-yard championship is to be recorded.

In this event the promising young swimmer J. R. Tordy surprised all expectations and won in the handsome time of :63 1-5. It was considered that Siemssen, having won the Club Championship on Friday night had this race at his mercy, inasmuch as E. V. Fetherstonhaugh, the titleholder, had perforce to be an absentee, and was actually on his way to Japan last evening.

Last year Fetherstonhaugh's time was 61 2-5, and so had he been in anything like his usual form he ought to have taken the championship for the third year in succession.

As we say Siemssen was a hot favorite though it was felt that he had done too much the evening before, for in addition to capturing the Club 100 Yard Championship and the Shanghai 100-yards Breast Stroke Championship, and the 440-yards Shanghai Championship, he had also taken part in numerous other handicap events.

As the second favorite, Mears, who was second in the Club 100-Yard Championship, was prominent, but Tordy upset all calculations, keeping in the lead right up to the end of the second length, many thought that he was making the pace merely, but coming into the third and final length he maintained his advantage and won by a sizeable margin in :63 1-5.

Mears also defeated the local speed king, who had perforce to be third. The only Rowing Club representative, Brodie, brought up the rear.

IN CLOSE CONTEST

The club diving championship for the Guitterrez Cup was an exceedingly close contest, and it was no easy task for the judges to decide between four or five of the best exponents of this art. Eventually C McKenzie was awarded the verdict, by a very narrow margin indeed over E. A. Roche. The latter, a little pocket Hercules, made a few well-nigh perfect dives.

The Ladies' Sweepstake Handicap, which as is well known brings prizes to the ladies who, as a result of the draw, pick their respective champions, was also a finely handicapped race and the adjusters of the imposts deserve great credit for their work as a ding-dong finish was the result. Reid drawn by Miss Whittaker won the event. Roche was second.

The Long Plunge Handicap brought out the Shanghai champion, J. H. McGregor on the scratch mark, and although he covered 64 feet 6 inches, despite his strenuous work as prime organiser of the Gala, owing to the heavy handicapping, he was able to get only third place. Sequeira with a handicap of 12 feet, and a covered distance of 57 feet 3 inches, obtained first prize.

The Interclub Relay Race for the China Weekly cup between the Shanghai Rowing Club and the Shanghai International Swimming Club was probably the most exciting relay race ever seen in the Municipal Bath. Instead of Fetherstonhaugh the oarsmen substituted R. A. Berthet.

L. Goldman stood down in place of the juvenile C. Brown. It was a good race, right up to the finish, but eventually the S.I.S.C. won the verdict, amid such a burst of applause as has never been heard in the Municipal tank since Hongkong visited us last time in 1913.

7-TIME CHAMP

The Throwing the Polo Ball Championship was secured for the seventh time by R. W. MacCabe, with a throw of 65 feet 11 inches. This is far behind his record of 76 feet made in 1910, but it must be remembered that the low beams of the Municipal tank preclude any hefty heaves being made in that bath.

The annual Interclub Water Polo match between the S.R.C. and the S.I.S.C. resulted in a win for the Rowing Club by 7 goals to nil. MacCabe won the toss and elected to start from the shallow end, defending the higher goal. At the end of the first half the Rowing Club lead by 2 goals to nil. Brown notching the first point and Brodie the second.

In the second moiety the Rowing Club forwards missed several chances at scoring, but A. P. Goldman, at forward, managed to beat Golding once, whereas the S.I.S.C. team could make no impression on that trained custodian, Torry Wilson. The Rowing Club backs played a sterling game but the forwards were a bit disappointing.

In any case there was little doubt as to the ultimate verdict, and in spite of very clean play on both sides there were a number of cases where the referee had to intervene. Mr. J. H. McGregor made a very acceptable wielder of the whistle, and his decisions in all cases met with unqualified agreement of the crowd who were frankly partisan for the home team. Thus the last water polo game of the 1921 season once more demonstrated the unquestionable superiority of the Rowing Club, despite the absence of Mr. B. Wallin, the famous Swedish player.

At the conclusion of the sports Mrs. Edward Kilner distributed the prizes to the successful competitors in a most gracious manner, and Dr. Noel Davis made a most felicitous speech when presenting a choice bouquet of flowers to that lady.

No report of the closing gala of the 1921 season would be complete without a final word of praise to Mr. J. H. McGregor for his untiring and unselfish activities on behalf of his club, and it would be a sorry day for the international swimming club were Mr. McGregor to leave the active ranks of local organisers of natation in Shanghai.

It is hoped that in view of Tordy's sensational win of the 100-Yard Championship of Shanghai that the Central Garage with whom he is associated will allow him to make the journey to Hongkong. They are well known supporters of sport and there is little question but that he will travel with the team, which is due to leave here inside the next fortnight.

The Champions Of The Galas

100-Yards, J. R. Tordy.
220-Yards, E. A. S. Siemssen.
440-Yards, E. A. S. Siemssen.
880-Yards, E. A. S. Siemssen.
100-Yards back-stroke, E. Buss.
100-Yards breast-stroke, E. A. S. Siemseen.
Throwing the Polo Ball, R. W. MacCabe.
Long Plunge, J. H. MacGregor.

RESULTS

One Length Handicap Final
1. A. Abeles.
2. B. Xavier.
3. H. Collaco.
Time: 21 1-5.

100-Yard, S'hai Championship
1. J. R. Tordy.
2. E. F. Mears.
3. E. Siemssen.
Time: 63 1-5.

One Length Breast Stroke Final
Heat winners:

	Hcap.	Times.
K. Raeburn,	7 secs.	:30.
F. V. Reid,	7 secs.	:29 4-5.
E. Siemssen,	scr.	:30.
C. H. Siemssen,	7 secs.	:27 1-5.

Club Diving Championship Final
1. C. McKenzie.
2. E. A. Roche.
3. E. Siemssen.

Tub Race Final
1. C. McKenzie.
2. J. McDonald.

Ladies Sweep H'cap, 2 Lengths
1. F. V. Reid, drawn by Miss Whittaker.
2. E. A. Roche, drawn by Miss M. Oliveira.
3. J. R. Tordy, drawn by Mrs. E. A. Eva.
4. C. McKenzie, drawn by Mrs. C. Neubourg.
Time: 63 1-5.

BREAST STROKE FINAL
1. F. V. Reid, 7 secs. h'cap
2. K. Raeburn, 7 secs. h'cap
3. C. Siemssen, 7 secs. h'cap
Time: 26.

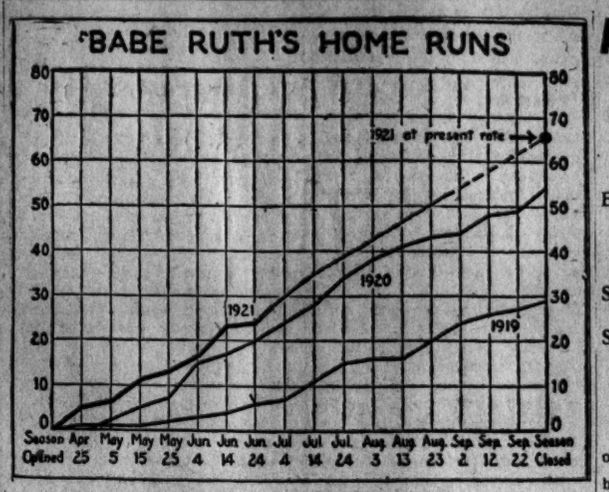
LONG PLUNGE
1—C. J. Sequeira (12 feet), 69 feet 3 inches.
2—F. V. Reid (25 feet), 66 feet 3 inches.
3—J. H. MacGregor (scr.), 64 feet, 6 inches.

THROWING POLO BALL
1—R. W. MacCabe, 65 feet 11 inches.
2—R. A. Berthet, 60 feet.
3—L. Goldman, 59 feet 9 inches.

DIVING FOR OBJECTS
1—F. V. Reid.
2—C. H. Siemssen.
3—C. McKenzie.

INTER CLUB RELAY RACE
1—S. I. S. C., Team: E. F. Mears, E. A. S. Siemssen, F. A. Remedios, J. R. Tordy, R. B. Ozorio.
2—Rowing Club Team: E. A. Brodie, J. B. Brown, A P. Goldman C. Brown, R. A Berthet.

INTERCLUB WATER POLO
Rowing Club, 3; S. I. S. C. 0.
Rowing Club: T. W. R. Wilson, goal; R. A. Berthet and L. Goldman, backs; R. W. MacCabe (Capt.), half-back; J. B. Brown, E. A. Brodie and A. P. Goldman, forwards.
S.I.S.C.: F. W. Golding, goal; F. A. Remedios and F. V. Reid, backs; E. F. Mears, half-back; C. J. Encarnacao (Capt.), A. Remedios and L. Encarnacao, forwards.



In keeping with the temperature, the price of existence, and other things, Babe Ruth's home runs are steadily going up. The big fellow has connected for fifty-two homers. At his present rate of speed the Bambino will finish the season with the somewhat startling record of sixty-three four-base swats, breaking his record of the past season by nine. The Babe is nearly two weeks ahead of his schedule of last season and apparently intending to stay at least that far in front. The famous Yankee has set a pace for himself this season that bids fair to set a mark that will stand for a goodly number of years after the youngest of his audience of today tell their grand-children of the great slugger.

S.V.C. WILL HOLD TWO CUP SHOOTS NEXT SATURDAY

Overseas And British Cups To Be Contested For

Overseas and British Cups Competition—Target parties, of the S.V.C., will rendezvous as under at the entrance to the Hongkew Park at 6:00 a.m. September 18.

Field Artillery Battery 1 N.C.O. and 1 man.
Engineer Company 1 N.C.O. and 1 man.
American Company 1 N.C.O. and 1 man.
Portuguese Company 1 N.C.O. and 1 man.
Japanese Company 1 N.C.O. and 1 man.

Dress for target parties, drill order with arms.

Fire Unit Commanders of all teams will rendezvous at the entrance to Hongkew Park at 6:45 a.m. Each must have a pencil and field glasses. Drill order without arms.

The Japanese Co. teams will rendezvous at the 200 yards firing point at 7:30 a.m.

Remaining teams will rendezvous at the hut on the Rifle Range as follows:

Light Horse and "B" Co. British 7:45 a.m.
M. G. Co. and "A" Co. British 8:45 a.m.
Portuguese Co. and Shanghai Scottish 9:15 a.m.
Chinese Company 9:45 a.m.
Customs Co. and American Co. 10:15 a.m.

The dress for teams will be 'drill order.'

Clay Bird Shots Will Compete For Two Cups Today

As a practice for the Interport Match on Wednesday, the undernoted teams of the Shanghai Clay Pigeon Club will shoot a match at 3 p.m. today.

Gibson	Read
Hexamer	Pirie
Gande	Algar
Nazer	Beatty
Himrod	Moller

At 4:15 p.m. the "York" Cup, kindly presented, will be competed for.

Conditions will be given out on the grounds.

AUSSIES FINISH 1ST INNINGS 49 RUNS IN ARREARS

Last Match Of Tour Shows Homesters Playing Well For England

(Reuter's Service)

London, Sept. 9.—The weather was sunny and hot today at Scarborough, where the match between the Australians and Mr. C. I. Thornton's England XI. was resumed in the presence of 8,000 spectators. The Australians, who had made 30 for no wicket in their first innings yesterday, were dismissed for 231, leaving them 49 runs in arrears. Bardsley contributed 55 and Andrews 43, Jupp took five wickets for 54 and Woolley three for 72. The innings lasted a little under four hours. The English fielding and bowling were both good. The English team were batting two hours before close of play, during which they made 119 for six wickets. Sandham contributed 50.

O. L. ILBERT WINS FIRST STAGE IN .303 RIFLE MEET

Scores 95 Points In Pouring Rain; Second Round Set For Today

Private O. L. Ilbert won the honors in the first stage of the Shanghai Championship "British .303 Rifle" competitions held yesterday afternoon on the Rifle Range, in a downpour of rain which swamped nearly everything on the range.

R. I. Ito and Capt. E. I. M. Barrett were second and third respectively. The scores of the first three men follow:

Ilbert, 95 points.
Ito, 94 points.
Barrett, 93 points.

Wet score sheets and a wet secretary prevented the keeping of a full sheet.

Yesterday's competition was held at 200, 500 and 600 yard ranges, with seven scoring shots at each distance. Thirty four competitors were entered.

The second stage for the competition will be shot this afternoon, rain or shine, unless the targets are obscured. Ten scoring shots will be fired from each of 300 and 600 yard ranges, with only the 24 best scores in the first round qualified to compete. The final stage will be at 900 and 1,000 yards, with 15 scoring shots open only to the 12 best shots in the second stage.

Following are the names of the entrants:

G. Archer, C. Bedoni, E. I. M. Barrett, R. G. H. Cole, A. M. Collaco, J. S. Chen, A. E. Collins, O. Erzinger, Y. S. Fong, F. G. Green, C. G. Hoh, F. E. Hodges, R. I. Ito, M. I. Ijima, O. L. Ilbert, G. V. Jensen, D. Leighton, H. W. Lambert, K. McKelvie, J. R. Main, A. L. Mottu, H. Noisshiki, J. Rebsamen, W. T. Rose, F. W. Snape, W. E. Sauer, F. T. Smith, K. Tsunoda, M. Tsukasaki, H. Tobias, W. J. Terrill, C. E M Thomson, G. H. Willder, Y. C. Waung and C. Weber.

AM'N OARSMEN TURN OUT BIG FOR TRAINING

Expect Now To Enter Every One Of 10 Events In Fall Regatta

S.V.C. FOUR NOW ASSURED

Special Four Is Training For Endurance Trial To Henli

American oarmen are getting organised for the fall regatta to be held at Henli in the latter part of October. They are turning out in strong number for preliminary training, and hope to enter men and crews in all of the ten events on the fall program. Twenty Griffin oarsmen and a dozen to fifteen veterans already have shown out for evening river spins and coaching.

The gladdest news that oarsmen are disseminating these days is that a four is now assured for the American company in the S.V.C. Four event. There has been a big interest in this particular race, and a little anxiety that Americans might not enter. The four however is now in training, and they are promising well. The race, it appears at present writing will be rowed with four starters: The Artillery, the Maxim Gun Co., the Machine Gun Co. and the American company. The American company four will comprise: Schlobohm, last spring's stroke in the winning pairs, and of the crew of the successful four, and the eight; James, of June's eight and four; Flint, of the eight, and Neprude. The men are working every evening on a five mile spin practising swing and time.

GRIFFINS INTERESTED

American oarsmen are particularly pleased at the interest shown this year by the younger men. With the trial fours and the Griffin events open for these men it is believed that they may be kept interested and developed into strong, experienced oarsmen in short time. The outlook for American rowing is held to be exceptionally promising this fall.

It is not known as yet who will act as coxswain in October for the American boats. Sanders who served in the spring is leaving for America next month, so will not be available. The men at the oars are anxious to have a well trained heady man at their rudder, and are urging that all applicants for the post come out now for the full course of training. Any man weighing near 120 lbs or under will be welcome for a trial.

Another item of rowing interest among the Americans is the training of a long-distance four, which hopes to pull a shell to Henli some time in the middle of October, in an attempt to break the record for the distance. The journey takes something over 11 hours. It has only been accomplished twice, once by a pair and again by a four. It is a non-stop endurance pull. Schlobohm, Erickson, Miller and Neprude are working in a shell in training for the trial. They all say they will make it, and beat the record for the distance.

MEN'S DOUBLES CHAMPIONSHIPS OPEN TOMORROW

Five Matches Down For First Round; 21 Couples Are Entered

The first round of the men's doubles tennis championships of the Shanghai Lawn Tennis association will be played tomorrow with 10 pairs scheduled for play. A total of twenty-one couples are entered representing the strongest players in every large tennis club in Shanghai.

The first round matches are:

Toussaint and Carnavarro vs. R. J. Saunders and Forrest.
J. Ribiero and Gomes vs. Wooten and D. H. Wythe.
E. and A. Leitao vs. Hawes and T. W. R. Wilson.
Caulton and C. Lunt vs. Knowles and Mancel-Smith.
A. F. and L. R. Wheen vs. Tanaka and Okada.

The second round is set for Wednesday, the third round for Friday, the semi-finals for Monday, September 19, and the final for Wednesday, September 21.

Many Midget Athletes Have Won Their Way To The Top

A few years ago it was the fashion to think a man must be a giant to place among champions in any kind of sport. But that all changed about the time Jack Dempsey began hitting giants on the chin, flattening six and a half foot behemoths of the ring like Fulton, Morris, and Willard, practically "in a punch." Dempsey proved that the small man has a chance anywhere if he "packs the kick." Dempsey is only relatively a small man, compared with the giants he has beaten. There's a place among the champions in some line of sport for any man of any size, if he has brains and energy to do the work a giant can accomplish by sheer strength and bulk.

One of the greatest runners ever known was Alfred Shrubb of England, many of whose records are still on the books. Shrubb weighed about 120 pounds and was only a little over five feet in height.

Joie Ray, who broke some of Shrubb's records and is our modern champion at middle distance running —one to two miles —is only five feet three and weighs 138 pounds. Ray holds several world's records, on indoor and outdoor tracks, and has won a great number of championship races. He has been kept out of three or four important competitions by a strained tendon in his leg, but when in good form is invincible at his favorite distances. His indoor record for the one mile run is 4 minutes, 14 3-5 seconds. He made it in Chicago, April 10th, 1919. Joie Ray has a light snappy running stride, and is very quick in getting away from the mark.

Richmond Landon of Yale, who won the Olympic high jumping championship with 6 feet 4 1-4 inches, is fairly tall, being 5 ft. 10 inches, but he weighs only 132 pounds. Being light physically is no disadvantage in the sport he follows, for he has less weight than other jumpers to lift over the bar.

JUMPER ONCE PARALYTIC

Raymond C. Ewry, the greatest standing jumper on record, winner of eleven Olympic championships, was so light when a boy that the doctors thought he'd never grow up. He was also partially paralized as the result of an attack of fever. He began jumping to try to get control of his legs, at first being able only to shift his feet ahead a few inches. Within three or four years Ewry was breaking world's records at high and broad jumping, and he became a wonderful athlete. I think Ewry's case the most remarkable cure ever effected by steady athletic training.

The smallest great baseball player is "Rabbit" Maranville, Boston shortstop for four years, traded last winter to the Pittsburg Nationals to fill the position once filled by the world-famous Hans Wagner. Shortest man in baseball, Maranville stands only 5 ft. 5 1-2 inches and weighs 144 1-2 pounds.

He is considered the best shortstop in the National league, his work comparing even with that of the long-armed, powerful Hans Wagner of years ago. He has a great throwing arm and can go into the outfield after hits and throw to first base with a flat trajectory like a rifle bullet. He has a peculiar loping stride when running after a ball, which earned him the nickname "Rabbit." Incidentally he is a fair hitter, batting 275. He is great at getting bases on balls, being so short and close to the ground that the pitchers have only a small space in which to put over a strike ball.

Owen Bush, Detroit shortstop, one of the best in the American League, is of Maranville's height, is not quite as fast as the "Rabbit," but is a better hitter.

Among champions of the tennis courts William M. Johnston is a comparative midget, standing only 5 ft. 5 1-2 inches and weighing from 117 to 122 pounds. In spite of his small size, Johnston uses a harder

(Continued on Page 2)

Attractions At The Theaters

One of the outstanding theatrical offerings of the coming week will be the celebrated melodrama "The Whip" by Cecil Raleigh and Henry Hamilton which is to open at the Apollo theater on Wednesday and will be shown for five days through the week-end. The production is in eight parts and among the gripping scenes to be shown are a spectacular train wreck, an automobile wreck and remarkably realistic race track pictures taken on the Saratoga race track.

"The Kingdom of Youth," which has achieved a notable success here with Madge Kennedy in the role of star, is to be the offering on the Apollo's matinee bill at 3 o'clock this afternoon and the feature of tonight's program at the Apollo will be the picture, "Toton," a story of Paris in which Olive Thomas plays the leading part.

Opening at the Apollo tomorrow for two nights "A Beggar in Purple" is to be presented. This is a gripping drama of life in Wall Street and is taken from the novel by Andrew Soutar.

The comedy drama, "The Love Expert," which is Constance Talmadge's latest screen success, is to be the main offering of the program tonight at the Isis theater. Further developments in the great serial story "The Son of Tarzan" will be seen in the eleventh and twelfth episodes of the story to be shown today at the matinee at the Isis theater. The story is to be continued on Isis bills through the early part of the week. This picture is a sequel to the famous tale of Edgar Rice Burroughs, "Tarzan of the Apes."

One of the great pictures produced by the Katherine MacDonald Pictures Corporation, "The Thunderbolt," is to be presented here at the Isis theater beginning Friday. The story is a remarkable romance in which a strange revenge is worked out.

The famous American stage success in its film dramatisation "The Squaw Man," written by Cecil B. De Mille, is to be the feature of today's program at the Olympic theater. In addition to the main offering the program is noteworthy by reason of the fact that it includes also a two-part Charlie Chaplin comedy.

The late Enrico Caruso, the world famous singer-actor, is to be seen in his first moving picture on today's bills, matinee and evening, at the Victoria theater. The production is called "My Cousin" and in the story Caruso appears in a dual role. The matinee bill at the Victoria today includes also further episodes of the serial, "Vanishing Trails."

At the Princess theater, corner of Woochang and Chapoo Roads William Rogers' picture "Jubilo" in six parts is to be presented today and the programs also will include the opening episodes of the serial production, "The Lightning Raider."

15TH INFANTRY BEATS HURON IN FAST GAME, 3-0

Errors Lose Sharp Pitchers' Battle; Hutch. And Weaver Were Good

Tientsin, Sept. 7.—In as fine a game of baseball as any fan would wish to see, yesterday afternoon Capt. Hutchinson pitched his teammates of the 15th Infantry to victory over the sailors from the U.S.S. Huron. The final score was 3 to 0.

"Hutch" not only did some mighty good pitching but all the other members of the team from the Compound played airtight baseball.

Weaver, of the Huron, also pitched great baseball, allowing only five hits.

The score follows:

HURON

	AB	R	H	PO	A	E
Dougherty, rf.	4	0	0	0	0	0
Weaver, p.	3	0	1	2	2	0
Roberts, 1b.	3	0	0	15	0	0
Lambe, lf.	3	0	0	1	0	3
Knox, cf.	3	0	0	3	0	0
Scymansky, 3b.	3	0	0	0	3	0
Larkin, 2b.	3	0	0	1	0	0
Horner, c.	3	0	1	2	4	0
King, s.s.	2	0	0	0	5	1
Draper*	1	0	0	0	0	0
Totals	28	0	2	24	14	4

*Batted for King in the "9th."

15th INFANTRY

	AB	R	H	PO	A	E
Miller, cb. 3b.	3	0	0	2	1	0
Oberkorfer, 1b.	4	1	1	12	0	0
Bame, rf.	3	0	0	0	0	0
Madge, cc.	3	1	2	0	1	0
Bruce, lf.	1	0	0	2	0	0
Miller, c. 2m.	3	0	0	2	7	0
Ditto, cf.	3	0	0	0	0	0
Ferrin, c.	3	1	2	8	2	0
Hutchinson, p.	2	0	0	1	2	1
Totals	25	3	5	27	13	1

Summaries: Struck out: by Hutchinson, 9; by Weaver, 2. Left on bases: Huron, 1, 15th. 2. Three base hit: Madge. Stolen base: Weaver. Sacrifice hit: Bruce, Hutchinson. Umpires: Taber and Edmeades.

Yacht Club Holds Its Regatta Today

The Shanghai Yacht Club holds its annual Pagoda Reach Regatta today. The program incinde a series of five races of about 20 minutes each over a triangular course. The handicaps were made by the Vice-Commodore and the racing committee. It is probable that a cash sweep will be made on each event.

The 'Foam' is to leave at 9:45 o'clock this morning. Tiffin will be served.

Many Midgets Reach The Top In Athletics

(Continued from Page 1)

forearm drive than any other player, making up for other disadvantages with terrific speed. He has astonishing accuracy with all his hard hitting. He developed his speed by playing on the asphalt courts in California.

Wiry strength and ability to use a tremendous amount of energy made Johnston a champion. When he won the National championship by beating Tilden in the finals in 1919, Johnston weighed 122 pounds at the beginning of the tournament and 117 at the end of the last game. After the game he drank two quarts of cold tea. Being of a very lean, wiry build, carrying no excess weight at all, five pounds was a big weight loss.

He was entirely exhausted after the last game, but kept his speed, until the last point had been scored, by sheer grit and nerve. He first won the National title in 1915.

William Tilden, who nosed him out for the title last year is an inch over six feet tall. They call Tilden "Big Bill" and Johnston "Little Bill." On a recent trip to Australia Johnston and Tilden had four preliminary matches on the Pacific Coast before sailing, and Johnston won them all. He also outplayed Tilden in Australia, and put up a great fight for the title in the coming championships.

LITTLE MAN THREW GIANTS

Among the wrestlers, Earl Caddock was a comparatively light man, weighing only 172 pounds, yet he threw the big fellows. He went into the army and saw much fighting in France, being one of the few who preferred active service to a safe job in the Naval Reserve or some other semi-protected position. He was gassed, and when he took up wrestling again was beaten by Stecher and by Lewis.

This Lewis is a fat, heavy man, but no giant as giants go in the mat game. If there are any more invincible Turks like Abdul and Nodroulah they are staying at home in Turkey. These Giants weighed about 400 pounds and were nearly seven feet tall, and no ordinary man had the slightest chance in the world to turn them over.

Baseball fans remember "Wee Willie" Keeler, famous old timer, who was so accurate with his infield hits that it was said he could "land the ball in a peach basket." Short stature was no handicap to Keeler.

Among American golfers Chick Evan is King, being holder of the amateur championship title. Chick weighs only 130 pounds and is 5 ft. 7 inches tall, but he drives a long ball, hits a long iron, and is amazingly accurate with all shots from the tee to the putting green. He won both amateur and open titles in 1916.

Small size is no handicap to a boxer. One of the greatest little men known to the ring is the English flyweight, Jimmy Wilde. He has beaten many of the best featherweights in the world, going out of his class to meet them.

Wilde has been fighting many years. His first decisive defeat was at the hands of Herman, former featherweight champion. But Wilde lost no credit in that fight. He is a little bit of a fellow, as can be seen by the fact that he was rejected four time for service in the British Army because he weighed only 98 pounds. At his heaviest he weighed only about 105 pounds, and when he fought Herman the American lost his forfeit by failing to weight in at 118 pounds, probably weighing over 120. This was to much of a handicap for a little fellow like Wilde—as Herman is a topnotcher in his own class.

MIDGET IS POPULAR

Among the little fellows who are rapidly making a fortune in the American ring is "Midget" Smith, a bantamweight, who has recently taken two referee's decisions over Jack Sharkey in desperate and very even fights, and has beaten [illegible] other good men in his class that he is next in line for a fight with champion Joe Lynch.

"Midget" Smith, an unknown, went to Tex Rickard at the Garden a few months ago and asked for "a chance" in some of the preliminary bouts. He said he didn't care what money he received. Tex put him on, and he won and kept on winning in every show, until the crowd looked for him and wanted to see him matched with the best in his class.

He is another Kid Lavigne in action, steadily aggressive, full of pluck and determination, a Battling Nelson for throwing off punishment and a hard, accurate hitter. This "preliminary" boy is now getting his $10,000 for a fight, and he is still satisfied to let Rickard match him without asking a question or discussing the size of the purse.

Among the other little fellows who have shown great skill and fighting ability, and who are making more out of boxing than the heavyweights, are Jack Sharkey, a splendidly aggressive bantam, and Joe Lynch, the champion.

Lynch is a great fighting man. He knocked out Kid Williams before the war, becoming famous by that feat, fought through the campaigns in France, seeing much active service at the front, won army championships in the Inter-Allied tournaments, came home and after winning several hard fights took the bantamweight title from Herman. Lynch weighs about 118 pounds, and compares well with such former champions and title holders as Dixon and McGovern.

You wouldn't expect a small athlete to invade such a field of athletic sport as weight throwing, yet a few years ago Julian Elliot was one of the greatest shot putters in the world. He won the Junior National Championship at New Orleans with a 16-pound shot put of 45 feet—an amazing performance for a boy of moderate height and weighing only 145 pounds. Elliot won many events, but was compelled to retire from competition because his wrist couldn't stand the strain of the terrific drive he used.

Looking over the list, it is evident that nerve and grit can accomplish more than mere strength and bulk. No man is too small to become a champion in some branch of sport if he will put his heart into the task of getting to the top.

Sport And Stage

(Continued from Page 1)

poses, copies out the letter. To hardened old playgoers this would at once give away the complications which would ensue in the second and third acts.

"The Wrong Number" is written cleverly, and the dialogue is far and away better than is usually found in farcical stuff. The play when it is released should make an excellent production for our amateurs.

* * *

BITS FROM PLAYS

"Is marriage a lottery?" At least two London comedians say it is not: "No," says Nelson Keys in *London, Paris and New York*, "in a lottery you do stand a chance."

"No," says Mark Lester in *The Gipsy Princess*, "in a lottery you can keep on buying tickets."

* * *

OUT SHAWING SHAW

Here is a remark made about Mr. Bernard Shaw, so good, so Shavian that he was probably the first to chuckle over it. The poet, W. B. Yeats, attributes the observation to Oscar Wilde, who was once airing his views about Shaw.

"Bernard Shaw," he said, "has no enemies, but he is immensely disliked by his friends."

Quite like Shaw himself, isn't it?

* * *

THE AUSSIES' LAST MATCH

The Australian cricket team have started their last match before sailing for "Down Under" against Mr. C. I. Thornton's Eleven, and as I write these lines the game is still in progress—if the weather is a little different to the sample handed out to us all day yesterday.

For many years past Mr. C. I. Thornton has had the privilege of selecting a team to wind up the season, and the game is usually played at Scarborough.

C. I. Thornton is probably the most famous "hitter" the cricket world has ever seen, and though his days for active cricket are past he is still to be seen at most of the big matches.

The following interview that he gave to an "Answers" man makes interesting reading at this time:

MY RECORD HIT

My biggest hit, did you say? That took place, so far as it was measured, at Brighton, where I hit the ball some 160 yards. The biggest hit in cricket-records is set down in "Wisden" as that made by the Rev. W. Fellowes, at Oxford, the distance given being 175 yards some inches. However, be that as it may, the Brighton hit just mentioned was certainly a clean 160 yards.

Then I hit a ball at Scarborough, during one Festival game, 150 yards, and it went too, right over the tall chimney which is seen outside the ground there. At the Oval, for Gents of the South v. Players of the South, one of Southerton's balls was sent by me 140 yards ere it pitched at all.

So much for long hits. Now you asked, too, about my largest scores? The biggest I ever made was 180, on the ground of my friends, "The Walkers of Southgate." I have several times passed the century, two or three of them, by the way, at Scarborough, where the North Marine Ground—a very pretty one indeed—is just a trifle on the small side for a really first-class match. My biggest score there so far as I remember, was 107.

A MEMORABLE VICTORY

The most thrilling match I ever played in? Well, I am almost tempted to prophecy there will never be another in the series more exciting, more thrilling, more startling in its sudden and amazing change. For it was the ever-memorable Oxford v. Cambridge match at Lord's in 1870, wherein I played for the Light Blues.

But that unique game has been so often described that I need not here detail its ending, beyond saying that whenever Cambridge again sees Oxford want 4 runs to win, with four wickets to fall, and yet manages to beat the Dark Blues by 2 runs, may I be there, either in body or spirit, to witness the glorious triumph once more!

Some other notable things I remember in my own games? Well, my mind is so full of them that I scarcely know where to begin the recital! There was that second innings of the Gentlemen v. Players, at Brighton, wherein I had the good fortune to get so well hold of the ball [illegible] again that I scored no less than 14 in eight strokes. [illegible] there read as follows: Seven 4's and a 6! Not so bad to look back on, when one is past seventy today—in years, not runs—eh?

SKYING THE BALL

Then what shall I say about "high" hitting, as compared with long hitting? Let me give you a curious instance of this, though, of course, it is impossible for me to say exactly, or even to guess approximately, how high the ball went. But for Kent v. Surrey at Canterbury (I played for Kent some years when living there, ere I became a regular member of the Middlesex XI.) I hit a tremendous "skyer."

The ball only came down at point, and the fieldsman there misjudged it, after waiting patiently an age—as it seemed—for its descent. It fell, as a matter of fact, five yards or so behind him, and we had got 2 runs whilst it rose and fell!

I am often asked whether I consider the players of today as good as those of fifty years back. Well, it is most difficult to judge. But what I would say is that nowadays batsmen have far better pitches, much leveller grounds, finer surroundings, and shorter boundaries by far than we used to have. Yet are their scores bigger or better than ours in comparison? I should hesitate to say they are; and that, I know, was the view of the late Dr. Grace, Lord Harris, Lord Darnley, Mr. R. D. Walker, and other players of past times who are—thank God!—yet with us.

Who was the fastest bowler I have ever met? I may say that Dr. Grace, Mr. Maurice Read and myself talked on this very question some years ago on the Crystal Palace ground, and we agreed that, without question, the three fastest were Mr. C. J. Kortwright, Mr. Ernest Jones (Australia) and Tom Richardson. There was not much between the three, but we decided that, if they had to be placed in order according to our views, we were agreed that that was the order too.

What do I think of this year's Australian eleven? Let me say right off that I regard it as the very strongest all-round combination they have yet sent us. And I have not only known all the Australian teams which have come here but played against most of them again and again.

BIG NAMES OF THE PAST

Those of the past have had individual players greater, to my thinking, than any of the present eleven. This team has in it no one with the grace of a Trumper, the fierce hitting-powers of a Bonnor, the glorious bowling of a Spofforth, or the terrible patience of an Alec Bannerman. But it has eleven men who are simply splendid all round; its tenth man is just as likely to get fifty as its first batsman is; you have never got rid of the dangerous scorers till the last wicket has fallen.

I played four years for Cambridge v. Oxford; I played for many consecutive years in North v. South at Canterbury; I helped to begin the Scarborough Festival in 1871, and played right along in it till I finally had to retire a few years before the war. So I cannot complain that either my length of years at cricket, or my breadth of experience, or my share in glorious games have been few or prosaic.

Today, at seventy-one, I still delight more than anything in watching the coming generation play, in witnessing the Keen Test matches of our own time, in sitting at Lord's or the Oval and viewing the struggles for the County Championship carried on, all of them in the real cricket spirit, in true brotherliness and good comradeship, and watched by immense crowds of enthusiastic and keenly critical spectators, including so many ladies.

* * *

Caddying is hard work, and most caddies are a thirsty lot. One who was particularly fond of his "wee drappie" was taken in hand by a minister.

Once he thought he had succeeded. Meeting him in the early morning on the links, he said: "Davie, I was very glad to see you at the prayer meeting last night."

"O, that's whaur I got the, was it?" said Davie.

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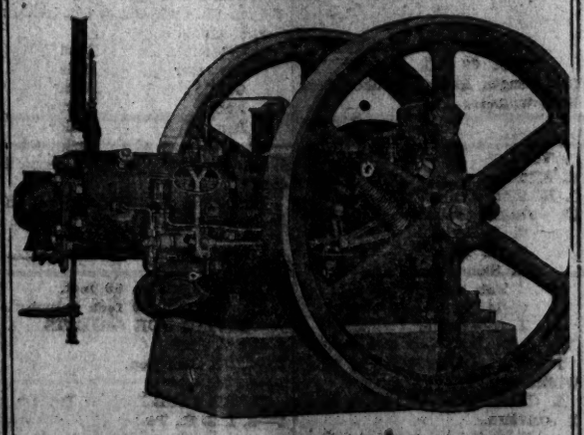

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Comic Picture Section

Sunday, September 11th, 1921

Bringing Up Father

LET'S HAVE A GAME OF POKER TONIGHT FER OLD TIMES SAKE. WE'LL MEET AT THE HOTEL DE BULL-
I'M AFRAID I WON'T BE ABLE TO GIT OUT
I'LL FIX THAT- I KNOW THE DOOR-MAN AT DINTY'S HOTEL- I'LL GIT HIM TO CALL AT YOUR HOTEL AN' SAY THE KING WANTS TO SEE YOU
2

THIS IS GONNA BE GOOD-
NOW REMEMBER- GO TO MR. JIGGS'S HOTEL AN' TELL HIS WIFE THE KING WISHES TO SEE HIM IMMEDIATELY- GET ME?
PORTER
3

PARDON- MADAM- BUT THE KING WISHES TO SEE MR. JIGGS AT HIS PALACE- WHAT SHALL I TELL HIS MAJESTY?
OH! TELL HIM MR. JIGGS WILL COME RIGHT OVER-
5

TALKIN' ABOUT KINGS- I'M GONNA SHOW YOU THREE OF 'EM IN A MINUTE-
BY THE WAY- DON'T FORGIT TO TELL ME HOW THE KING LOOKS AS MAGGIE WILL ASK ME ALL ABOUT HIM-
YOU KIN GIT A PICTURE OF HIM ON A POSTAL CARD-
7

DID YOU SEND FOR ME- SIR?
YES- I WANT YOU TO GO BACK TO MY HOTEL AN' TELL MY WIFE THE KING WON ALL MY MONEY AN' TO SEND ME SOME MORE .AS I DON'T WANT TO OFFEND HIM-
GEE- THIS IS A BUM DECK-
8

"I'M GETTIN' CLOSE TO HIM SPIDER!"

YAPP YAPP

Little Jimmy

1 "HEY SPIKE. WE GOT THREE MEN ON BASTE AN' NONE OUT AN' WE KIN WIN DIS GAME YET. SHORTY, HERE, COMES UP NEX' AN' HIS HOME RUN BAT IS OVER TO HIS HOUSE AN' SOMEBODYS GOTTA GO FER IT!"

"LET JIMMIE HERE GO FER UT- HE AINT PLAYIN' TODAY."

2 "RUN-YUH-LITTLE SHRIMP! HE'S UP NEXT."

3 "S-S-SHORTY WANTS HIS HOME-RUN BAT!"

4

5. YAPP YAPP

6. "H'LO, SPIDER, WHATCHA GOT?"

7. "LEMMY HELP YOU."

8. YAPP YAPP

9. "KIN YOU SEE HIM SPIDER?"

10. "HEY-SPIDER HERE HE IS OVER HERE!"

11. "SIC UM SPIDER!"

AND IN THE MEAN TIME

12 STRIKE THREE- YE'RE OUT!" "WHAAT?" "THAT SETTLES IT. WE LOSE AN ALL THROUGH SHORTYS NOT HAVIN' HIS HOME RUN BAT!" "I WONDER WOT BECOM' O' JIMMY."

13 "HOORAY FER OUR PICHER WOT FANNED SHORTY!"

14 "HEY! FELLERS LOOKUT WIT' SHORTYS HOME RUN BAT!" "S'S UM SPIDER!"

15 "WHAT HAS HAPPENED?" "OH. NUTHIN'"

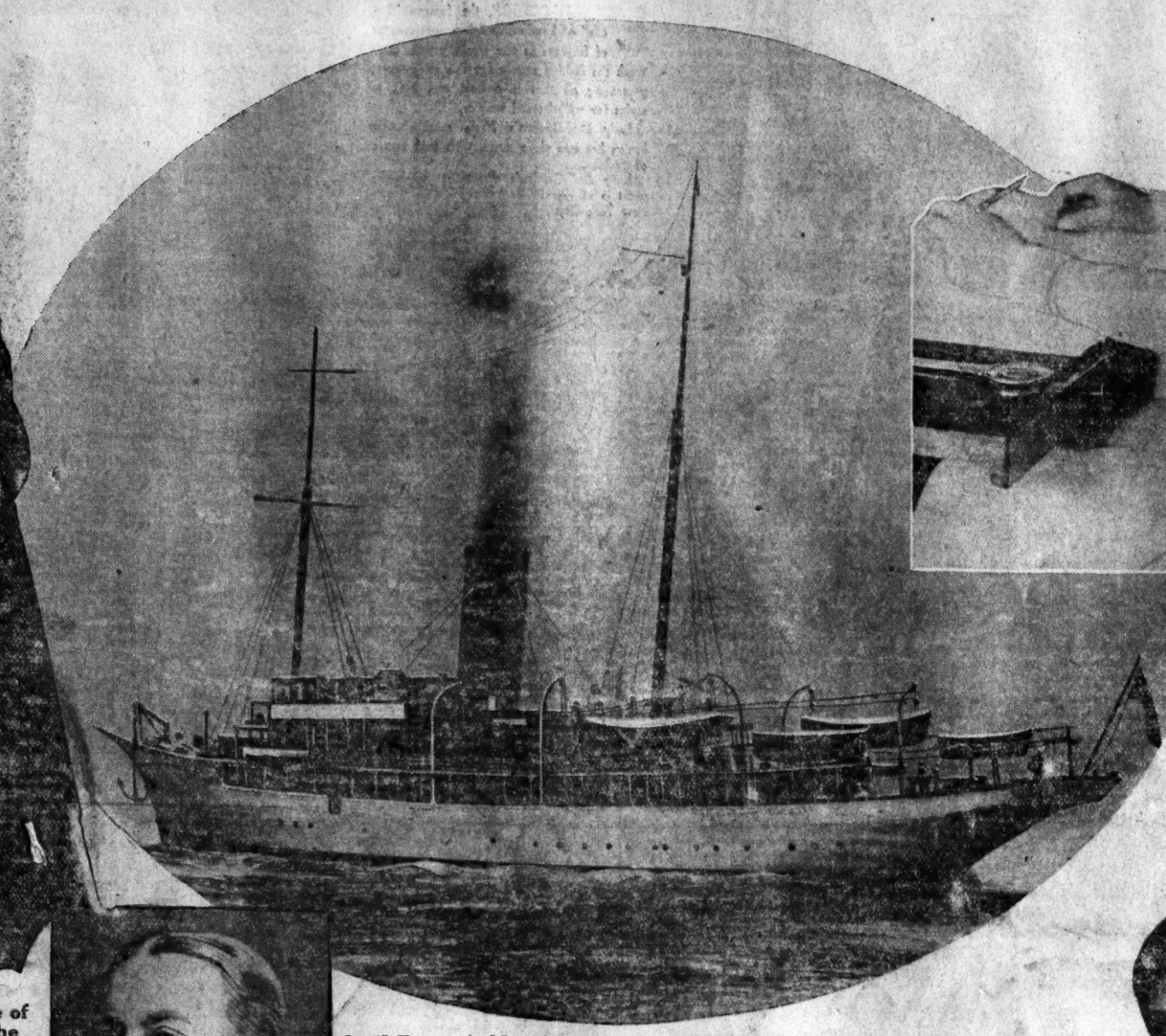
SWINNERTON

COMIC SECTION

Society Gasps at Lord Furness' Hasty Romance

The Recent Tragic Death and Burial at Sea of Lady Furness from His Lordship's Yacht Is Followed by His Reported Engagement to a Lively American Girl

The Fascinating, Lively Mrs. Julie Thompson, Once of Philadelphia, Whose Surprising Engagement to the Immensely Rich Lord Furness Is Reported.



Lord Furness's Magnificent Steam Yacht the Sapphire, on Which the First Lady Furness Died a Few Months Ago and from Which Her Body Was Committed to the Deep.

The Late Lady Furness, Whose Tragic Death and Burial at Sea Occurred Recently.

Viscount Furness, One of the Richest Noblemen in England, Who Is the Leading Man in a Remarkable Social Drama.

The Beautiful Mrs. Willie Isaac, Who Is Said to Have Given Her Husband His Freedom in Order That He Might Woo the Winning Julie Thompson While His Wife Could Find a More Congenial Mate.

PARIS, July 7.

THE fashionable, wealthy and high society of London, Paris and Cannes has gasped with astonishment at the announcement of the forthcoming marriage of the English multimillionaire, Lord Furness, and the lively and beautiful American divorcee, Mrs. Julie Phillips Thompson.

Readers of this page will remember the peculiarly sad circumstances of the death recently reported of Lord Furness's charming wife on board his great ocean-going yacht Sapphire and the burial of Lady Furness in the ocean off the coast of Spain.

If fashionable society gasped at the suddenness of this new romance of one of the wealthiest peers in England, it gasped with still greater astonishment when it learned that the new bride of Lord Furness would be Mrs. Thompson, and not a few of the fashionable women of high society gasped still a third time when they realized that the woman they had ostentatiously cut and snubbed would now be in a position very thoroughly to punish these short-sighted ones.

For Mrs. Thompson has recently been the subject of a social fued. Originally she had close associations with the most conservative set in Philadelphia, but owing to divorces and other circumstances society has been somewhat divided between those who admire her warmly and those who endeavor to ignore her.

The death of Lady Furness occurred only four months ago. She had fallen seriously ill in England as a result, it is said, of her war labors, and had undergone a grave surgical operation. When she was recovering it was decided that she should take a trip to the Mediterranean to hasten her convalescence. Lord Furness went in advance to Cannes to prepare a residence for his wife.

He then returned to England on the Sapphire, one of the greatest and most magnificent steam yachts afloat, and made arrangements to sail back to the Mediterranean with his sick wife. It is an interesting circumstance that while motoring from London to embark at Plymouth he was arrested for speeding and pleaded that his haste was necessary to save his wife's life. He was excused with a nominal fine.

The Sapphire began her tragic journey. In the Bay of Biscay she ran into stormy weather and Lady Furness suffered from violent sea-sickness, which caused her old wound to reopen, producing severe hemorrhage. On the following day she died off the coast of Portugal.

It would have been possible to put the body ashore in a Portuguese or Spanish port, but Lord Furness decided to run on to Gibraltar in order that the remains might be entrusted to a British undertaker for suitable care.

Unfortunately, the hot weather made it impossible to carry out this plan. About thirty hours after Lady Furness's death, when the yacht had passed the Spanish port of Cadiz it was found necessary to commit her body to the sea. The captain read the burial service, and the body, wrapped in a new canvas, was lowered overboard before Lord Furness's grief-stricken eves.

The nobleman then continued his voyage to Cannes, where his two young children were waiting for him.

This prominent nobleman is now thirty-eight years old and a man of great physical vigor. His grandfather, who founded the family fortunes, began as a common laborer. The present nobleman's father became the greatest ship owner in England and was created a baron. His successor, who is now head of his family, was raised to the rank of Viscount during the war and continued to increase the family fortunes.

Shortly after the war ended Lord Furness sold out his interests in the Furness and other steamship lines for $30,000,000. By this transaction he showed himself a brilliant business man, for ships were then at their record high prices and are now worth much less. At present he has immense holdings in railroads and oil wells.

And now after these exciting occurrences comes a new surprising event in the life of this modern Croesus—his reported engagement to the beautiful Mrs. Julie Phillips Thompson within a few months of his wife's tragic death. Mrs. Thompson has for several years been noted for the conquests she has made in high society in Paris and for her obstinate refusal to enter the bonds of matrimony a second time. It is said that she has been courted by more distinguished princes and noblemen than any American woman in Europe.

Just before the outbreak of the war the Grand Duke Boris of Russia, the gayest and most extravagant of the unhappy Czar of Russia's cousins was the most devoted of her admirers. At that time she had just obtained a divorce from her husband, George Lee Thompson, a Philadelphia millionaire. It was said that the Grand Duke wished to marry her, but it could only be a morganatic marriage.

"To offer morganatic marriage is to insult me," replied the beautiful American. The Grand Duke then went down on his knees and assured her that he would do the utmost his imperial family would permit, but he could not overcome her objections.

Strange to say, when Boris had regretfully abandoned his suit another cousin of the Czar, the Grand Duke Alexander Michaelovitch, fell in love with her, but he, too, was turned away with a gentle "No."

In Paris she lived for a time with her sister, Mrs. George Bacheller, of New York, who was once Mrs. Cassatt, wife of A. J. Cassatt, the noted president of the Pennsylvania Railroad, whom she also divorced. It is a curious fact that Mrs. Thompson, her sister and her mother, Mrs. A. Fullerton Phillips, all beautiful women, are all divorcees.

Mrs. Thompson is considered exceptionally beautiful by many men. An admirer described her face as "an enchanting floral exhibit—violets for eyes, lilacs for brows, sweet peas for cheeks and a mouth like a half opened rose bud, the loveliest mouth in the world." She is an accomplished artist and has had much success as a portrait painter. She is rich in her own right apart from the income derived from her millionaire former husband.

Mrs. Thompson's prospective marriage to Lord Furness is in a way more brilliant than any of the others could have been, for none of the earlier suitors was as wealthy as he. The marriage will enable her to take a sweet revenge upon a large number of her former society friends who have recently shown a tendency to look the other way when they have seen her passing by. Her great popularity has naturally made some enemies among women who have not been surfeited by nature's gifts to the same extent as the beautiful Philadelphian.

When the engagement was first reported a friend asked Mrs. Thompson about it and she replied:

"How can you think of such a thing when his wife has been dead only three months?"

But since then his lordship's ardent courtship and irresistible devotion have overcome her inbred sense of the conventions and her natural disinclination to wed in haste. The marriage may be announced at any moment.

Behind this event lurks an astonishing series of social complications. For some years the most devoted, although not the most highly placed of Mrs. Thompson's admirers, has been large-hearted Willie Isaac, the son and heir of an immensely wealthy English money-lender, whose spectacular expenditure of several fortunes has caused a sensation on two continents.

It was until recently believed that if Mrs. Julie Thompson ever married anybody it would be the faithful Willie Isaac. He had gained his matrimonial freedom and his friends thought he had at last captured the heart of capricious Julie Thompson. To-day he is a picture of sorrow and desperation at the thought of her impending marriage to Lord Furness.

Willie Isaac has been distinguished as the most liberal spender of his day in England. He went through four fortunes in succession. Most of his extravagances were due to his illimitable desire to give pleasure to the women he most admired.

He is credited with having aided many charming girls to make brilliant marriages. Among them are Edna May, who married Walter Lewisohn; Lily Elsie, who married the immensely wealthy Englishman, Ian Bullough, and Charlotte Ives, the American actress, who has just married Jean Boissevain, son of a great Holland banker. And now, perhaps, Julie Thompson may be added to the long list of those whom Willie Isaac has served as mascot.

When Willie Isaac had run through his earlier fortunes his father decided that it would be a good thing to send him to America on a small allowance. While there enjoying the hospitality of his many American friends he met the winning Miss Florence Carney.

She thought him rich, as well as attractive, while he thought her attractive as well as rich. Both were somewhat mistaken. He had used up most of his wealth for the time being, while Miss Carney's only fortune was her extreme beauty, which enabled her to rise from the position of a telephone operator in Washington, D. C., to a conspicuous social position in New York.

They were married, and, when a new fortune fell to Willie Isaac, he took her to London, where she won an immediate social success through her beauty and cleverness.

She also became a popular figure at the fashionable Summer and Winter resorts on the Continent. At Biarritz she acquired the friendship of genial, susceptible King Alfonso of Spain. So marked were His Majesty's little courtesies to the American beauty that even the amiable Willie Isaac grew rather offended and society believes that his estrangement from his wife was started in the first place by the King of Spain's innocent fondness for her society.

Mrs. Willie Isaac, at her husband's suggestion it is believed, asked for a divorce in the English court. The English judge, thinking there was collusion, refused the relief asked. The couple then returned to Paris, where a divorce was quickly obtained.

It was generally understood that Mrs. Isaac's main object in seeking a divorce was freedom to marry again, just as Mr. Isaac's desire for freedom was due to his wish to marry Julie Thompson. Mrs. Isaac's choice of next husband when she began her proceedings was thought to be Sofer Whitburn, a wealthy English banker.

Before the litigation was concluded her choice seemed to be pointing to Marshall Roberts, another wealthy Englishman. And now her engagement to Senor Alfredo Pena, one of the richest men of Argentina, is announced.

Poor Willie Isaac is left alone for the present and can only console himself with the thought that he has been serviceable in helping his idolized Julie Thompson to wed Lord Furness, one of the wealthiest men of our time.

Popularity Gowns by Lady Duff Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishment is at No. 19 East Fifty-fourth street, New York City.

Metallic Brocade Is the Material for This Gown. The Reverse Side of the Brocade Is Used for the Bodice.

A Gown of Shot Taffeta, Trimmed With Silver Flowers.

Combination of Taffeta With Metallic Lace.

By Lady Duff-Gordon *("Lucile")*

IT is well that men have various tastes. If this were not true only one type of girls would secure husbands and all the other types would wear the willow.

The group of gowns on this page illustrates my point. Each is for a different type. The middle one, of shot taffeta, is for the bizarre type. The bodice is trimmed at neck and arms with shirred metallic lace. The flounce panniers are trimmed with cross bands of metallic lace. The low crush girdle is of Chinese brocade. Of semi-Turkish effect is the skirt, gathered into a harem trouser effect and adorned in front with love knots of the metallic lace. A petticoat ruffle of sheer metal gauze peeps below the hem of the skirt. The forehead band is of metal ribbon trimmed at the side with a cluster of metallic flowers.

The right-hand figure is an example of the demure type. This, too, is popular with some men. A large group of men incline to the modest violet kind of girl. The gown worn by this one is of faille taffeta. The front of the bodice and the front panel of the skirt are trimmed with silver flowers, appliqued upon them. These flowers are jewelled at the centre. Metal lace shows at the wee vestee and in the galloon bands at the edge of the skirt. A novel feature is the upward slant of the fulness of the skirt toward the waist line, where the skirt joins the bodice. The skirt is gathered on an upward slant at the hips.

Third of the popularity gowns, those that are popular with men, is that evening gown worn by the tall, willowy figure depicted on the left side of the page. Its building material is metallic brocade. The reverse side of the brocade is used for the bodice, giving variety, yet forming color harmony with the skirt. The edge of the long, draped bodice is trimmed with metal fringe. The shoulder straps are of galloon. From a jewelled clasp at the back of the waist a festoon of wide metallic ribbon hangs low upon the skirt.

Forerunners Of The Fall Fashions

BY SARA MARSHALL COOK
(*New York Tribune*)

ONE of the first things that every woman wants to know about fall clothes is what will be silhouette be, for this is most important in utilising clothes left over from last season as well as in buying new ones. Those who have frocks and suits that will give good service will be delighted to learn that there is no indication of a sudden change in silhouette. The outline of clothes is much the same as it has been for some time.

There will be changes certainly; otherwise it would not be worth while showing new collections of clothes. If they brought no news with them they would fail to interest women or to stimulate buying. It is true the full skirt of ankle length looms large upon the horizon, but no one shows any great desire to make an immediate and startling departure in silhouette.

This has its advantages from a purely trade standpoint, for because of it the dressmaker does not have to wait for new things to be accepted, but finds a ready sale for those that have pleasing details but hold to the lines that women have become accustomed to and learned to like during the last few years. The successful making of clothes must combine a certain amount of the staple with that which is individual.

THE MANDARIN NOTE

Models brought out now as well as those made several weeks earlier represent the advance guard of fall fashions. Of course, the full showing of fall styles has not yet taken place, but those who follow fashions have a good idea of general tendencies.

Frocks with wider skirts and skirts that flare have already been shown and will continue to be, but they have not been a great success, nor are they likely to be for some time. In fact, it is doubtful whether women will ever again take to skirts that are full about the ankles. Everybody appears to like the slim ankle line.

But the flaring lines have been a success in sleeves. There are many long sleeves, although this does not mean that the short sleeve has passed. Loose, flowing effects somewhat on Mandarin lines are smart. The flare usually begins below the elbow, while the upper part of the sleeve is loose and straight. Sleeves of this type are used in the models sketched today.

We still have the sash. Often it ties at this side, being cut as part of the garment itself and doing considerable in the way of making soft drapery. The sash holds the drapery without drawing the garment in at the waistline.

KID AND CREPE DE CHINE

Kid trimming is still in evidence. Not only is it used on cloth, but on silk and even on sheerer fabrics.

Kid and crepe de chine combinations are extremely popular with French dressmakers, who are using them most successfully in various types of sports clothes. A three-quarters length jacket of bright colored kid may be worn with a crepe de chine frock having a wide kid band at the bottom, which is deep enough to meet the bottom of the coat, thus giving the appearance of a long coat of soft leather. These are effective in combinations of white crepe de chine and very thin, bright colored kid.

Some months ago it was predicted that the use of embroideries would soon decrease. This prediction is verified in all of the new fall clothes, which show less needlework of this sort.

Considerable braid trimming always is seen on early autumn and spring things. These are the seasons when the American woman turns to the practical and serviceable blue serge—and nothing has definitely taken the place of braid as a trimming for this fabric.

GRAY WORSTED COATS

On a gray woolen coat of the type referred to earlier in this article as being one which would take a place of some importance in autumn and winter clothes, a trimming of galloon is used. The woolen is unusual, being in self-brocaded effect, with a gold thread woven on the back to give a suggestion of a zig-zag line of yellow in the cloth.

Since fashionably dressed women—in fact, almost all women in Paris—wore gray suits almost to the exclusion of anything else for a time, great dressmakers centered their energies and their talents on working out many models in gray woolens, for if the craze was for coats made of gray cloth, as no one could doubt, it was logical to suppose that the feminine public would take as keen an interest and make as commercially successful coats of this color.

Callot has created some charming gray worsted coats with mouffion trimmings. She has not held to the somber gray in all of these, but introduced some touches of color, such as royal blue or red in the form of trimming bands.

TAILORED SUIT TO THE FORE

There are many reasons why one wants to order an autumn suit very early in the season, and always the difficulty of choosing a material that will be smart and fashionable for the winter confronts the early shopper. The tailored suit promises to be one of the strong features for fall and it is quite safe to pin one's faith to Oxford gray, gray checks and tweed mixtures as well as smooth finished cloths in brown and beaver shades.

One need not be especially daring to hazard a guess that bright hats will be worn with these. It is in the natural order of things that the pendulum should swing far from the somber black headgear affected recently.

There is considerable talk about velvets and other fabric or a velvet finish for the coming winter, and no doubt they will be extensively used, but let us hope that some restraint will be exercised in the wearing of such dressy materials, which are always beautiful but more inappropriately used than any others.

If you like a real splash of color you will find it in the ever present and practical navy blue serge; sleeves and sash are of red crepe georgette. The chief interest of the model lies in the trimming on the side panels, which is of tiny rolls of red taffeta applied with fine silk stitching.

Glazed Effects

Fashion shows a tendency to turn to shiny effects and bright colors. Chinese lacquers seem to have great attraction for those designing and making clothes for fall.

In the early summer there was a revival of cired effects influenced greatly by the indorsement of the house of Callot, which went in for all sorts of glazed finishes even on the sheerest materials, such as mousselines and laces. At that time a great demand was created for such materials, especially the cired laces.

Designs in these are of great simplicity, which is offset by brilliancy of color. Even in laces we see not only lacquered effects, but the beautiful rich colorings of old Chinese lacquer work.

These effects may be overdone; most fashions taken up so enthusiastically are. But it will be pleasing, after the dull black dresses of recent months, to see bright clothes at evening functions this coming winter. It will be well, however, to avoid going in too strongly for them, because no woman wants to look as if her dressmaker had had recourse to a pot of bright red paint and a jar of varnish.

FALL EVENING GOWNS

One would have expected that gold and silver cloths as well as metal threads used to embroider nets and laces might have escaped the craze for varnished effects; but not so. They, too, have been put through a process that has made them take on an even higher luster. Gold and silver cloth appears extraordinarily shiny in certain places and dull in others, thus marking out new patterns on their surfaces.

In lace flouncings showing combinations of bright colored silk threads and metal astonishingly gay colors are seen. There are rich salmon pinks, all of the orange tones which shade into copper and brown, as well as some interesting reds, one a bright tomato and another known as Van Dyke red, which has some purple in its coloring.

Although the color tendency in evening clothes is toward bright shades we probably shall not appear quite so gay on the street. At present the inclination is toward grays and browns, the latter including tan and beige shades. Ever so many of the early fall models in suits are of beige tones, frequently with trimmings of black fur.

VIVID COLORINGS IN HATS

In hosiery, too, a growing tendency toward beige tan and brown has been noted. In Paris, beige-colored stockings have been more in evidence than smoky gray for some time, although American women, while wearing beige hosiery to some extent, appear to prefer taupe stockings with black shoes.

Although our footwear will blend in tone with the soft beaver brown and gray shades of autumn suits, headgear will be much gayer. Nothing strikingly new has appeared in the shapes of fall hats. Newness, however, lies in their coloring. There are beautiful, soft blues and many shades of red, such as those that verge on the raspberry hues and other reds touched with mauve.

Shellacked effects are as much in evidence in millinery as in dress materials. The treatment is not so frequently used on hats themselves as on feather bands and various feather trimmings. Shiny pendants and motifs showing lacquer finish and Chinese colorings also appear on autumn hats.

These are only a few of the tendencies for fall—some of the things offered in an effort to give us new and pleasing clothes. It remains for each woman to make her choice. It is only as the season advances that we shall be able to tell which of the styles will crystallise into real fashions.

THE CYNIC AND THE BEAUTY COMPETITION.

POWDER PUFFS IN THE BALANCE.

THE recent "Daily Mirror" Beauty Competition seems, like a stone dropped in a pond, to have awakened a series of ripples which penetrate to all parts of society.

Hardly can one go to a "Victory Ball" for a few hours' undiluted merriment not entirely unconnected with jazz, without finding that the dancing is to be interrupted by a "beauty competition." Certainly the winners of these affairs do not leap into fame and fortune at a bound like the "Daily Mirror's" lovely find, but they probably enjoy a certain amount of private satisfaction.

One can imagine a cynic inviting his lady guest to a beauty-competition-dance. They appear painted, powdered, and marcelled. They dance, until the small hours, in the tempered glare of electric lights. Comes the dawn. The lights are turned out: the curtains pulled back to let in the cruel morning light. "Ladies," says the host, "will you take your places for the Beauty Competition?" Need any more be said?

Few of us claim the perfection of beauty as set forth in someone's criterion.

"If you can face the sun when all the others are sitting with their backs towards the light," but under more kindly illumination it is possible to look one's very prettiest at a dance. One must admit that the heat of ballrooms and the ardour of dancing are foes to the complexion, and what maiden in these days of serious dancing dares retire too frequently to powder her shining little nose?

Yet even this has its remedy, as the wise girl knows. Before coming to the dance Phyllis bathes her face and neck with a solution of pure cleminite, which she rubs well into the skin with her fingertips until it is quite dry. This done, her complexion assumes a peach-like finish which will remain unchanged during a whole evening's dancing.

I suppose every girl would like a new frock for each dance she goes to? But even the unemployed would find that rather a strain on the exchequer. It is a consolation, even if a poor one, to reflect that no amount of frocks will give a girl real prettiness—which is what counts in the end. A pretty complexion, which is the beginning of all beauty, is quite cheap, you know. For about one half-penny you can have a clean, fresh, new skin (*not* the old one cleaned up for the occasion) for every dance you go to.

I expect any girl could explain this apparent mystery. For the benefit of those who cannot, here is the solution. Get some mercolised wax from the chemist. It is rather expensive but it lasts a long time with care. Smear it over your face before going to bed, not using too much, and wash it off in the morning. The oxygen contained in the wax absorbs the outer skin which has become rough and coarse, and gives the new skin below a chance to show itself. Quite simple, isn't it?

Certainly, the sort of complexion you get from using simple preparations like the above should be an asset in any beauty competition—even the cynic's!

TEA AND COFFEE SERVICES.

THE Goldsmiths & Silversmiths Company offer exceptional value in Tea & Coffee Services in Solid Silver and in their famous Electro Plate suitable for Presentation and other purposes. The Company give orders by post from China special attention, and the prices charged are at all times the same as those prevailing in London. An illustrated catalogue will be sent post free upon request.

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"Savoy" Model.

Strap Pumps and Sport Oxfords are in high favor this Fall. At the Walk-Over Store you will see many different styles. Very smart are these oxfords and strap effects. Come in and see these new models.

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AUTOMOBILES

SHANGHAI, SUNDAY, SEPTEMBER 11, 1921

APPERSON RUNS ACROSS NATION

Insurance Man Travels Over 16,000 Miles In Machine; He Hails From Maine

All the way from Maine comes a good word for the Apperson.

As district superintendent for a large insurance company, Henry Fortier constantly travels the territory which is handled out of Waterville and he does this work in an Apperson four-passenger Standard Sportster.

A representative of the Aperson Bros. Automobile Company of Kokomo, Indiana, encountered Fortier on the road and upon asking the insurance man what his experience with the Apperson had been, got a reply that was chock-full of good news.

"I have driven this 'Jack Robbit' now over 16,000 miles," Fortier stated, and it has traveled that far for me without a cent of outlay for repairs. The original tires are for the front at the present time and from all appearances will go just as far as they have already traveled.

"It may be of interest to you to know that the other day one of my friends, realising that I had been making considerable money during the past year, asked me what automobile I was going to buy now that I was in a flourishing condition. I told him I bought an Apperson in the first place because it looked to me like the best car for the amount of money I had to spend. But now I can say to you, after using this car for 16,000 miles, it looks to me like the best a man can buy, no matter what his income may be. So you can figure upon me for an Apperson some time in the early future."

Auto Of To-day Part Of Phaeton Of 17th Century

While the phaeton did not come into particular prominence until 1750, its development since that time has been rapid.

The first phaeton was probably built around 1730, and it was an innovation as far as coaches of the time were concerned. Until its inception heavy carriages had been the accepted means of transportation in all countries, but the phaeton was the fore-runner of the light and speedy type of vehicle. It could be driven at a very great rate of speed, and was extremly popular with the bucks and bloods of London. No fashionable gentleman could afford to be without a phaeton. It was expensive and the most sporty carriage obtainable. It lent itself to the idea of racing. It was slim and could go around corners at a lively rate and through streets that the lumbering, cumbersome coaches of the time found impassable because of their girth.

The body of the phaeton was swung high above the undercarriage by the most delicate supports. In fact, the first phaetons were little more than a small chair varnished, and sometimes painted, fixed to four posts which rose from the axle shafts.

The phaeton came into special prominence in 1851, when one was ordered for Princess Victoria. This conveyance was a favorite with the royal family, according to G. A. Thrupp, the coach historian, because of its style, elegance and extraordinary lightness.

Along in 1834 David Davies, the famous coach builder of Albany, England, built a cab phaeton, with open carriage doorway. This was very near the ground, and the driving seat low—the whole body was slung upon elliptic springs. This phaeton was the fore-runner of the phaeton body used in the modern touring car.

The phaeton type of carriage because of its lightness, has been closely followed by automobile manufacturers, who have found that the old horse-drawn phaeton contained features of lightness and comfort which are required in the modern motor car. The phaeton of today and the husky power plant which propels it would astonish the young bloods who thought fifteen miles an hour an excessive speed seventy-five years ago.

Amphibious Auto Invented By German

An amphibious automobile, the invention of Herr Karamol, of Berlin, was recently given a very successful test. The machine, which is propelled either by motor or foot power, has three wheels. The front wheel acts as a rudder in water and steering wheel on land. The photo shows Herr Karamol at the wheel of his amphibious automobile in the water.

Applying The Golden Rule In Driving On Streets And Roads

The Golden Rule is supposed to function in all realms of life. In the automobile world, especially in driving on the street or country road, it is of great importance that the Golden Rule be applied.

If every driver would operate his car as he would have other drivers on the road do, there would be fewer accidents and more enjoyment in motoring.

Unhappily, all drivers do not observe this rule. The number who do, however, is steadily increasing. There is hope for the future.

A few drivers who are doubtless gentlemen in conduct in their homes fail to carry their courteousness with them when they get out on the road with their cars. They are like some folks who are quite religious on Sundays when attending church and then go out on Mondays forgetting to apply their religious principles in the work-a-day world.

DRIVER AND PEDESTRIAN

It is not alone in the attitude of the drivers toward the pedestrain that there is remissness, but in their behavior toward other drivers that there is need for improvement. Nothing is easier than to cheerfully make way for the man who wishes to pass by or to turn aside as much as may be necessary for the other cars we meet, to slow up at the intersection instead of spurting to get ahead of the other fellow and making him jam on the brakes to avoid a collision.

It is not necessary to get the best of the other fellow, as though driving were a contest of wits and as though skill on the road consisted in beating the other fellow to it.

A motor car needs a driver who is a skilled mechanic, but it also needs a driver who is skillful in manipulating a car on the road. And an excellent mechanic is not necessarily a good driver. What is required in a driver besides a general knowledge of his machine is a thorough knowledge of the rules, customs and courtesies of the road and the habits of traffic, also the possession of the qualities of alertness, foresight and a consideration for others. In other words, he should apply the Golden Rule in driving.

The puller of ricsha is conspicuous by his ignorance of the traffic rules and his lack of consideration of other traffic. The motor car driver, on the other hand, needs to be the best driver on the highway, if he is to drive without offense to the public and danger to others and himself, for he has to conduct a vehicle which is more valuable than any other and far and away more speedy.

The complete driver must be on the lookout for pedestrians, stupid, drunk or deaf, for wagons on the wrong side of the dangerous corners and be prepared to find vehicles in charge of sleepy drivers who will often do the wrong act on being aroused.

COURTESY BIG ITEM

A good driver must know the proper way to drive his car around a corner both right handed and left handed. Driving at night is another fine art. Here the driver must be able to distinguish persons, motorcycles, wagons, trucks and other cars ahead. He must be able to drive ahead when blinded by the lights of approaching cars whose drivers are not practising the Golden Rule. There is probably greater need for the exercise of patience and courtesy in driving at night than at any other time.

Most people have the idea that anyone can drive an automobile. This idea is unfortunately fostered by some automobile salesmen who guarantee to teach prospective purchasers to drive the car and then give them four or five hours at the wheel before turning them loose on the public.

The repair man, at least, has time to study his problem, and although he may not be entirely sure of himself, he may effect his repair if given unlimited opportunity for thought. The new owner, however, must make his decisions on the instant, and only knowledge, skill and experience will make it possible for him to make the right decision under such circumstances 100 percent of the time.

A STILL FOR EVERY AUTO, IS PREDICTION

But Thomas A. Edison, Jr., Refers To Gasoline Substitute, Not Liquor

Boston, Aug. 14 (By Mail)—Every automoblie will be carrying its own still by 1935, according to Thomas A. Edison Jr. These stills, however, will not be for the manufacture of liquor, but rather for the purpose of distilling the new substitute for a gasoline that Mr. Edison the younger, is rather confident he will discover within the next ten or 15 years. The still is to be operated by the heat and motion of the motor.

Mr. Edison in speaking at the graduation exercises of the Knights of Columbus free technical school for former service men and women declared that for ten years he had been seeking a substitute for oil, a mixture of kerosene and some other ingredients, which will have the combustible qualities of gasoline. The problem will be solved, he said, by the manufacture of individual distilleries to be attached to cars, which will produce a combustible mixture from crude petroleum and other chemicals while the car is in motion, just as current is generated by electric cars in motion.

Telling the K. of C. class that it was his ambition to perfect this distillation device, Mr. Edison added that a car of average power would be able to produce sufficient oil to run itself and enough valuable by-products to pay for its maintenance.

"The salient problem in international relations is oil," the speaker declared, "and the next war will be fought over the question of oil lands. Future wars will be fought in the air, and you can't fight in the air without an ample supply of oil. Ten million cars in the United States are drinking up our oil supply by millions of gallons a day. Shortage is looming ahead."

While in the K. of C. school Mr. Edison found for the first time a man who could answer his father's test questions at one hitting. He was John Farrar of this city, a student in the accountanty class.

SHANGHAI PRODUCES FINEST COACHWORK

Noted That Artisans Of That Place Worked At Trade Before Other Nations Were Known

A visitor to Shanghai, if he should arrive in the city from Central Asia or other out of the way place in which he had sojourned for three or four years, would conclude, after observing some of the motor cars in the streets there, that the manufacturers at home had been making wonderful progress in the matter of motor car body design in the period of his absence.

And his conclusion would be partly a mistaken one, in that he would be giving credit to others than those to whom it would properly belong, namely, the body designers and builders right here in Shanghai, rather than those in the manufacturing centers.

For it is true that the major portion of the fine automobile coachwork that is seen in the streets of Shanghai is designed and manufactured in Shanghai shops. nobody would go so far as to say that the best automobile bodies in the world are built here, but it is not far wide of the mark to say that some of those that are built here are as good as can be found in any place.

Thousands of people come to this city every year on sight-seeing trips, and they are amply rewarded. The Shanghai resident, however, frequently complains because of the lack of interesting sights here, having become surfeited with the things that interested him on arrival and which are still diverting enough to the newcomer.

The native, particularly the "foreign native," could find much that is interesting in Shanghai to take the place of the distinctly Chinese institution which long ago became commonplaces to him, and among these places of interest few are superior in attention compelling value than Shanghai's automobile factories.

For factories are what many of them are. True, they are not factories in the ordinarily accepted definition of the term, since their finished product is not completed cars, as at home. But in the way they are organised, and in the way they are staffed and mechanically equipped they are true factories.

In some of the shops here the machine and tool equipment is as complete as it is in some of the small factories at home. The supervision is as intelligent and the workmanship just as good. The materials used are the peer of any in the world, being, in most instances, imported direct from the manufacturing centers. The arrangement of the machinery and the "routing" of the work is on the same comprehensive and intelligent scale as in the better factories at home, with the result that the purchaser, when he invests in the products of these shops, gets the same high percentage of return upon his outlay.

The workmanship in all of the Chinese body building shops is native, that is: Chinese. And when it is considered that Chinese artisans were plying their trade intelligently thousands of years before some of the western nations were discovered, let alone developed, it can be readily imagined that these workmen know their trades and that their handiwork is as good as can be found anywhere.

With these workmen the adaptation of their skill in fashioning Chinese products to the newer job of building automobile coachwork was but a short step. They already were grounded in the fundamentals, so that the shifting over involved only a change in products rather than in processes.

Great stress has been laid, and properly, on the advantage of machine production over hand production, not only in the manufacture of motor cars, but in practically everything else as well. But there are some things, even in this age of improved machines, and machine tools that can be made better by hand than with machines, and one of these things is an automobile body. Not all of the body, but some of it—some of the most important things about it.

Hudson And Essex Sales Show Very Decided Increase

Factory Man Writes To Dealer Of Big Success Of Popular Motor

"Hudson and Essex sales are showing a decided increase," asserts O. H. McCornack, general sales manager of the Hudson Motor Car Company, Detroit, in a recent letter to the Hudford Garage, the Shanghai distributer.

"There is every indication that our summer sales will beat our record of last year. This activity naturally is gratifying to us and also establishes three outstanding facts:

"First, that our organisation has retained its full enthusiasm and morale and is working confidently and hard, taking advantage of every opportunity; second, that the buying public is giving greater recognition to the real value of Hudson and Essex cars; third, that general business conditions are improving.

"A survey of conditions at our various distributing and dealer points indicates unmistakably a marked change for the better in business.

"Hudson and Essex dealers and salesmen are finding that prospects are chiefly interested now in cars that will stand up well and operate economically. Knowing that Hudson and Essex cars have always been noted for such performance, our selling organisation is finding it constantly easier to close sales."

Dealer Gives Out Whole Flocks Of Motoring Don'ts

There are a whole flock of "don'ts" for the speeding motorist, but here is a set of summer time hints, which would be well for the motorcar owner who is planning his vacation tour to follow:

Don't park your car overnight under trees, for the foliage, aided by night mists, has a deteriorating effect and stains the finish. Certain trees throw off a dew, which, if allowed to remain on an unprotected surface, will ruin the varnish.

Don't garage your car after the trip without removing dust and travel stains by washing, or, if simonised, by simply wiping off with a dry cloth.

Don't allow any grease, oil, etc., to remain on the surface of the car, for, aided by the heat of the sun, they will dry and crack the finish.

Don't allow mud spots to stay on the finish for any length of time, for they will leave a mark that cannot be removed without injury to the varnish.

Don't allow your car to be washed by inexperienced or unscrupulous washers who use coal oil, gasoline or lye soaps in the operation.

Personal Maid Of Miss Eaton Of The Follies Drives $4,500 Motor

New York, Aug. 13.—Cora Spaulding was fined $25 in the Traffic Court on conviction of driving an automobile at the rate of twenty-eight miles an hour in Seventh avenue. She paid the fine.

"You see, Judge," she explained. "I had to can my chauffeur because he was using my car for joy rides, and I didn't know the speed regulations in the city."

"And who are you?" Magistrate House asked.

I am the personal maid to Miss Mary Eaton, one of the principals in 'Ziegfeld's Follies,'" the woman replied.

Her car is of the class listed at $4,500 each, f. o. b. Detroit.

GOOD ROAD MAY LINK THREE STATES

Sacramento, July 23.—A movement to unite South-eastern Oregon, North-western Nevada and North-eastern California in a road system that will control Eastern travel with San Francisco and Portland as the objective points is now being outlined by the Northern California Counties' Association.

The preliminary work includes interesting the three Governors, the Boards of Supervisors of adjoining counties within the three states, and all active commercial bodies in the zone of activity.

A co-operative plan of road and development work with Klamath Falls, Or.; Winnemucca and Reno, Nev., and Alturas, Ager and Susanville, Cal., as centers, already is well under way.

The road programme will be completed and presented at the annual joint meeting of the Northern California Counties' Association and the Northern California Supervisors' Association to be held in Alturas, September 15, with special invitations to the Governors of the three states to meet representatives from the Supervisors and the civic bodies within all interested counties.

1921 OAKLAND TWINKLES AS OF OLD

Car's Now Gone Over 200,000 Miles, And It's Still Pepping Things Up Merrily

An exceptional instance of an old car refusing to be relegated to the scrap heap is the 1912 Oakland being operated by George W. Watson, who paints signs as a professional pastime. After nine years of continuous daily service, during which time it covered about 80,000 miles as a jitney bus, 40,000 miles as a pleasure vehicle and 80,000 miles since converted into a truck, this sturdy car is still good for use in commercial service each day and an occasional week-end jaunt to Los Angeles.

This instance is cited by Sales Manager D. Z. Smith of the Oakland Motor Car Company, distributer, who goes on to quote what Watson has to say:

In spite of the 200,000 miles my Oakland has traveled I still average twenty-one miles to the gallon of gasoline, 15 miles to the quart of oil and 12,000 miles on tires. I have never reground the cylinders, still have the original pistons, radiator, and in the past five years my total repair bill does not total $200.

Ordinary care, I believe, in attending the cars is the only secret to its long life—that and, of course, an honestly built machine in the first place.

London—the Automobile Market of the World.

The Society of Motor Manufacturers and Traders, Ltd., announce the Organisation of the following Exhibitions:

OCT. 14-22 1921

THE 5th INTERNATIONAL
COMMERCIAL MOTOR EXHIBITION
OLYMPIA —— LONDON

comprehending the world's largest display of petrol, steam and electric motor vehicles, for goods and passenger transport and general utility purposes, as well as the latest novelties in equipment, etc.

NOV. 4-12 1921

THE 15th INTERNATIONAL
MOTOR EXHIBITION
(PRIVATE CARS & MOTOR BOATS)
OLYMPIA & WHITE CITY, LONDON

comprehending the widest range of private motor cars ever staged, including over 180 makes, priced at £100 to £4,000. The exhibition will also include equally representative display of carriage work, equipment, tools, tyres and accessories, motor boats and marine engines.

THE SOCIETY OF MOTOR MANUFACTURERS AND TRADERS, LIMITED,
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We are the Sovereign Grand inspectors general, when it comes to keeping taps on your tires and keeping them healthy.

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THE CENTRAL GARAGE CO.

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American Motor Needs

Wise Road Policy Of First Im portance—Archaic State Laws Against Tourist

BY GEORGE C. DIEHL
(President American Automobile Association)

While the sudden and untimely death of Amos G. Batchelder, for many years the Executive Secretary and virtual leader of the American Automobile Association, came as a hard blow to the organisation, the officials are setting themselves to the task of making the association an even bigger, better and greater influence in both national and international motoring affairs than ever before.

At the present time the A. A. A. is deeply concerned in several pieces od proposed national legislation affecting the interests of motor car owners. First and most important is the proposed legislation to establish a system of primary State roads of interstate importance to be under the supervision of a Federal highway commission. The plan involved was arrived at only after a nation-wide discussion extending over more than two years and marked by extensive hearings. The A. A. A. believes it offers the greatest benefit to the greatest number of road users.

Here I should like to go back a bit in order to make clear just why we favor this plan after having sponsored the Federal Aid Road act. When Congress first began to consider seriously the question of Federal aid to the States in the construction of highways, there were only some 2,500,000 motor vehicles in the United States, practically all of which were passenger cars.

In the period which elapsed, the use of this modern American unit of highway transport has increased so rapidly that there are now approximately 10,000,000 motor vehicles on the highways, and of that number about 1,000,000 compose a new and rapidly growing form of supplementary freight transportation. There is nothing today which indicates that the motor truck will become a competitor of the railroad. There is much to show that in its economical use the rail carriers will be relieved of a large part of a costly and frequently troublesome short haul.

When the Federal Aid act was established, there was but little in our experience to indicate that in the use of the motor vehicle we had come to a new and complex problem in transportation which, because of the flexibility of the new unit, would ignore State boundaries, and which, because of its speed and carrying capacity, would bring new questions in highway administration finance, construction and maintenance.

Perhaps no one factor contributed as much to our enlightenment as did the World War, when congested railroad facilities forced a "speeding up" of all of our forms of transportation and immediately brought to light the inadequacies of our highway systems. As a result of these lessons, we are today made keenly aware of the fact that we must revise former laws and practices if we are to cope with our transport needs.

There are 2,500,000 miles of rural highways in the United States, every mile of which serves the need of some farmer. It is estimated by authorities that the improvement of all of this mileage would cost approximately $15,000,000,000 and at the present rate of expenditure (about $600,000,000 a year from national, State and county sources) the task will take about twenty-five years.

Obviously we cannot construct all of these highways at once and just as obviously it would appear that the immediate task is to select those highways which, because of the traffic needs served, are the most important, and to construct and maintain them first.

Since we have three sources of income and three classes of roads, inter-State, State and county roads, the logical thing would appear to be for each division of the Government to concentrate its funds on the principal roads in the three systems and, working in co-operation, to proceed to their improvement.

It is these principles which form the basis of the measure which has been reported favorably by the Senate for action. In brief, this plan would create a Federal Highway Commission which would take all of the Federal highway activities, so far as is practical from an economical standpoint locate in co-operation with State authorities an interstate highway system and then proceed through State highway departments to the construction of the system distributing the funds on the same basis of apportionment as that at present recognised.

A drastic system of maintenance requirements a more liberal formula, but no more funds, for those States containing any considerable percentage of unappropriated public lands, a requirement that States shall meet Federal funds as States instead of impoverishing counties through use of the funds, and a provision that where interstate systems are completed Federal funds may be applied on co-ordinating highways, are other and scarcely less important phases.

Requiring immediate and aggressive attention from motorists is the recent proposal to tax crude oil imports 35 cents a barrel. Along with other organisations, the A. A. A. is making a decided stand against this tax for the reason that this amounts to about 100 percent advalorem in addition to the export duty of 113 percent now imposed by the Mexican Government the chief source of petroleum imported into this country.

Our consumption of petroleum products exceeds our domestic production by about sixty-six million barrels annually. Our imports of petroleum are valued at about $90,000,000 annually, yet our exports of refined petroleum products amount to about $549,000,000 annually.

If this tariff prevails, it will enable and encourage foreign countries to monopolise foreign supplies of petroleum. At present we are supplying the world with two-thirds of its petroleum products notwithstanding the fact that we have only one-sixth of the world's resources.

The American peope are the largest users of petroleum in the world. It is estimated that 83 percent of the motor vehicles of the entire earth are found in the United States. Yet less than 17 percent of the world's resources of petroleum is situated within the United States.

Sixty percent of all the asphaltic materials used in the United States for road building and roofing purposes are imported from Mexico. If this tariff on petroleum finally prevails, it would, therefore, seriously interfere with the present road building program of the country.

Third among the proposed national legislative measures in which the A. A. A. is interested is what is known as the "Federal motoring reciprocity" bills.

Briefly, the passage of these bills makes it possible for motorists to travel anywhere in the United States for indefinite periods with none but a home State license tag. At present all States do not grant yearly reciprocity to the other States, and in many visiting motorists are limited to a fifteen-day touring. others give thirty days, some sixty days, while Maryland does not permit a District of Columbia motorist to enter that State without a Maryland license, thus imposing an unfair restriction on legal residents of the United States.

Also some States have burdensome and annoying registration regulations. The District of Columbia, particularly, has a new regulation requiring visiting motorists to register with the Washington police if the visit extends over three days. While there is no fee attached to this, it smacks too much of Prussianism to please the average visitor.

Passage of these motoring reciprocity bills would obviate all of these nuisances, unfair requirements and un-American regulations, and return highway traveling privileges to the basis which obtained, and which was intended to exist, when in the original articles of confederation it was provided "that the free inhabitants of each of these States shall be entitled to all the privileges and immunities of free citizens of the several States, and the people of each State shall have free ingress and egress to and from every other State."

The measure also provides for a United States tag to take American motorists through European countries free of the formalities which now exist.

Without going into the details of the proposed uniform vehicle law and other proposals designed to better motoring conditions, it will be readily seen how the interests of motorists often hang in the balance and why a national organisation is a vital need.

CADILLAC HAS NATIONAL RUN

Senator Of Stockton, Cal., Telis Of Experiences On Trans-Continental Trip

A great majority of motorists look forward to the time when they can make the transcontinental trip either from the Atlantic to the Pacific or from the Western Coast to the East. All motorists will be interested in the log of this trip written by Senator Frank S. Boggs of Stockton, who made the trip across country in his Cadillac sedan.

The first leg of the trip from Stockton to Denver was made without as much as a puncture. This took the Cadillac over the Sierra, through the deserts of Nevada and Utah and over the Rockies to the Colorado city.

Senator Boggs was enthusiastic in the letter he sent back from Salt Lake. The Cadillac had climbed the Sierra and crossed the Nevada deserts in midsummer without the necessity of replenishing the oil or adding one drop of water.

The first day's trip, which included crossing the Sierra, was 195 miles to Reno. The roads this far were in fair shape. Three miles out of Reno the road became rough and dusty. The party followed the Truckee river to Wadsworth, where they left the Lincoln highway and took the Pikes Peak highway. The road to Lovelocks is in good shape. There is a good gravel road out of Lovelocks as far as Mills City. Beyond there the highway follows along the railroad fence and is deep with dust. After a heavy rain this road would be impassable. The night stop was at Golconda, seventeen miles beyond Winnemucca. The distance was 190 miles for the second day. The next morning the car was headed across the desert for Battle Mountain. This was the poorest stretch of road across Nevada and is through practically an uninhabited country.

Beyond Battle Mountain considerable mud was encountered on account of the overflow of the Humboldt river and late that afternoon they went through a thunderstorm with considerable rain. The night stop was at Elko. On account of the rough going only 129 miles were covered that day. The next day's run took them through Wells, where the road branches to Yellowstone Park. At one time beyond Lucien they drove for fifty miles over the desert salt marsh and met only one machine. That evening for the first time on the trip they used their lights. The night stop was made at Park Valley, a Mormon settlement. Two hours' travel the next morning took them off the desert into the farming country near Salt Lake. For sixty-five miles into Salt Lake travel was over a cement highway.

Following the Pikes Peak highway the party crossed the mountains at an altitude of 7,900 feet The Pikes Peak highway, according to Senator Boggs, is very poorly marked, while the Lincoln highway has signposts practically all the way, which have been erected by the Automobile Club of Southern California. The next day's run was 217 miles over a rolling country, with good and bad roads. From Steamboat it was a steady climb up the Rocky mountains to the summit of Rabbit's Ear Pass, 9,600 feet. Snow six feet deep was encountered at this point. In the afternoon they climbed to Second Range, the main continental divide, and at 6:15 o'clock that evening came to the summit, 11,300 feet. This is said to be the highest pass in the United States that is traveled to any extent by motor car, but, according to Senator Boggs, the Cadillac ran as smoothly as it does on the Stockton streets. Idaho Springs was the next stop and the next day's trip was over good roads by way of Lookout mountain, where Buffalo Bill is buried. They arrived at Denver at noon. The route from there leads across Kansas and Missouri to Chicago.

Senator Boggs was accompanied by his wife and three boys, and he is most enthusiastic in his praise of the wonderful work done by his car.

Fiat Co. Denies Negotiations For German Capital

False reports have been put into circulation for some time regarding negotiations between German capitalists and the Italian Fiat Company.

There have been no negotiations and consequently no concessions of shares to foreign capitalists on the part of the Fiat Company, its managing directors, or any members of its Board. These reports can therefore be denied as absolutely without a vestige of truth. After close enquiries, it has been ascertained that no group of Fiat shareholders, acting independently of the Company, has negotiated the sale of any important quantity of Fiat shares to foreign interests, the capital of this motor car Company therefore remaining entirely in Italian hands.

Maxwell Sets Up Endurance Point In West Virginia

Stock Car Travels Over 565 Miles Of Trails With Two Gears Out

Another endurance record has been set by the Maxwell in West Virginia.

With the low and intermediate gears removed and carrying three passengers, a good Maxwell stock car traveled 565 miles over mountains and through muddy valleys without trouble of any kind. The famous Turtle Creek hill, just out of Pittsburg, the Summit Mountain at Uniontown, and the Laurel mountains at Elkins were included in the trip.

T. L. Cordray, general manager of the Hall Garage Company Inc., Maxwell-Chalmers distributers at Fairmont, personally supervised the trip, driving the car himself most of the time.

"Rainy weather had made roads very bad," says Cordray, "but the good Maxwell went through without trouble of any kind, covering the entire 565 miles on 31½ gallons of gasoline; an average of eighteen miles to the gallon.

"The test not only proves the stamina of the Maxwell, but confirms the opinion of all Maxwell owners that it is a remarkably economical car.

"At its new price the Maxwell is indeed fulfilling the promises of the new organisation behind it.

"They said they would make a car so good that its value could not remain for a moment in question. Not only have they done this, but they have twice reduced the price while making these improvements."

OLDS SHATTERS MARK ON GRADE

Famous Tollhouse Hill Is Conquered By Light Four In Remarkable Time

San Francisco, August 15.—The automobile time between Fresno, California, and Huntington Lake, via the famous Toll House Grade, has been shattered by an Oldsmobile Four and the new mark is nineteen minutes better in elapsed time than the former record over the road, which was established some months ago by a high-priced, multi-cylinder car.

Word of the record performance of the Oldsmobile was received yesterday at the J. W. Leavitt headquarters here in a wire from R. M. Cuthbert, Fresno Oldsmobile dealer, and the local Oldsmobile sales force was enthusiastic over the record performance of the Four.

In the opinion of automobile men who are familiar with road conditions throughout the State, and who are acquainted with the grades in this and other localities of California, this record performance of the Oldsmobile Four is a most remarkable feat, and, according to A. D. Plughoff, general manager of J. W. Leavitt & Co. here. "discounts all other road tests in California and crowns the Oldsmobile Four as the champion road conqueror."

ROADS ARE THE WORST

According to reports made by those who have recently been over the roads between Fresno and Huntington Lake, the road conditions are of the worst any car making the trip deserves credit for finishing without taking into thought at all the time made. That the Four should have established a new time record, bettering the previous mark by better than nineteen minutes, is given as further evidence of the power and performing ability of the peppery Four.

Driver R. S. Emmick declares that he is ready to step out on another record-breaking trip tomorrow in the same car without having any adjustments or repairs made, and he gives the Oldsmobile distributers his assurance that he can better his present mark by several minutes.

HISTORY OF GRADE TOLD

The announcement of the time record calls to mind the history of this famous grade in automobile affairs.

Since the infant days of the automobile industry it has played an important part in the affairs of motor men, for years ago wise men declared that no automobile would ever be able to negotiate this hill, and the first car that went over the top was accredited with a wonderful achievement.

"Many years have passed by since that time," said Plughoff. "But I can well remmber the bugaboo that grade was to many members of the motor-car selling fraternity. In those early days I was selling cars in Fresno for a period and well remember the attitude of the public toward the cars that conquered the grade.

THIS SETTLES ARGUMENT

"As time went on more and more automobiles went over the top, but the hill was still a testing ground and the wise farmers and ranchers in the Fresno district would not buy any car that could not 'pull' the hill. Later still the grade has become a testing ground for the motors, and where there is a deal of friendly rivalry among the various concerns as to the car that has the most power—the Toll House Grade settles the argument.

"Knowing the country as well as I do and the steepness of the grade, together with the bad condition of the road, I thoroughly appreciate the wonderful performing ability of the Oldsmobile Four as shown by its record-breaking performance of last week."

CLOSED TYPES GAINING FAME

Fred Linz Tells How That Design Of Automobile Has Captured Favor

The popularity of the inclosed car is more noticeable with every passing year, according to the veteran of the San Francisco automobile industry, Fred Linz.

Linz dates back to the time when the first one-lungers were made and sold and he ranks today as the oldest established automobile dealer in California.

When in a conversational mood, Linz can give an interesting picture of the early struggling days of the motor car trade and his story of the progress of body types and engine designs is well worth the attention of some of the feature writers of the day.

"There is considerable contrast between the early cars without windshields or doors and the fine finished cars that grace the showrooms of Van Ness avenue today, said Linz. "And to the old timer the change in people's tastes and the coming and going of motor fads and fashions is almost as interesting as watching the changing sales records of the various cars, as first one make and then another strikes the popular fancy.

"The most noticeable thing in the last few years has been the increased demand for the inclosed type of cars and it would not surprise me at all to find that a very few years hence the factories would be producing a greater number of inclosed bodies than of open cars.

"I know that the style and dignity attained by factory engineers in the National Sextet sedan has resulted in it proving a ready favorite with scores of recent purchasers. These people demanded not only power and speed, with dependability, but they also wanted comfort and luxury.

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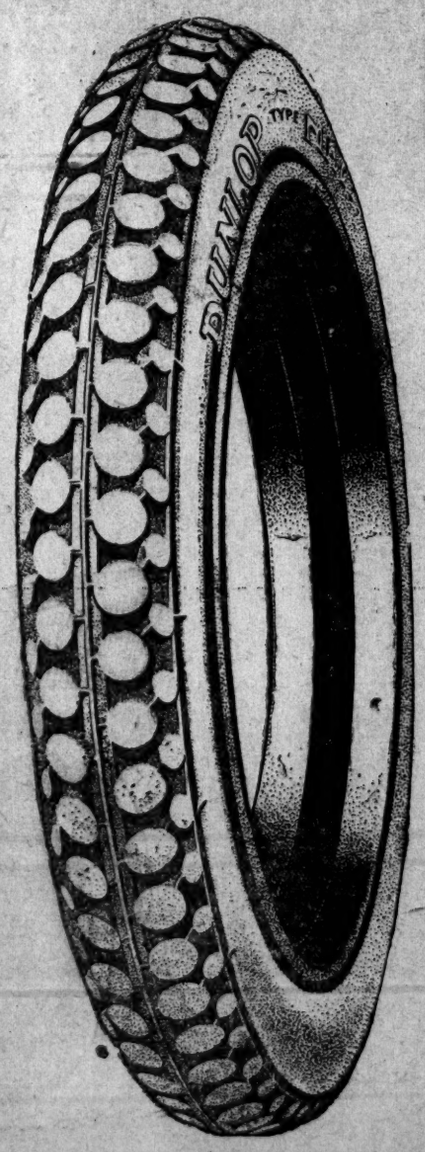

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A "Vamp" Must Pay for Beguiling Other Women's Husbands

Mrs. Aresoni, Wife of the Opera Singer, Wins Damages from the Woman Who Vamped Him and Now Frances White Is Sued for $100,000 by Another Injured Wife

Photo CAMPBELL STUDIOS

An Unusual Back View of Frances White and, Below, Still Another Back View Revealing the Portions Which Were Not Revealed in the First Photograph.

THE "Vamp," so well known in the movies, triumphs for a while, and in the end loses the man she has beguiled. While the injured wife finally gets back her repentant husband, the vamp usually drops out of the picture without much, if any, punishment.

But the courts have recently established that the injured wife can go a step further in real life legal proceedings than the scenario writer usually makes her go in the movies. The courts have held that a vamp must pay for the damage she does in vamping a woman's husband.

In a recent suit in the New York courts Judge Tierney laid down the law very plainly in refusing to set aside the verdict of a jury which had awarded $50,000 damages to Mrs. Lillie Aresoni against Jessie Ullrey, whom she accused of vamping her husband. Judge Tierney solemnly declared from the bench:

"The defendant (Miss Ullrey) invaded the plaintiff's (Mrs. Aresoni's) family and took from her the natural as well as the legal rights she acquired by her marriage. Nature dictates that the child of that marriage, who carries on the father's personality, shall receive from him all it reasonably needs to keep it from want in the uncertainties of life. This has been taken from it by the mother's damage as well as from the mother by the action of the defendant.

"When the plaintiff married she became vested with the right to the support and companionship of her husband. When these were taken from her by the wrongful act of this woman she became entitled to all the natural and proximate damages following from such wrong. This includes damages for the loss of his society, affections and assistance, as well as for the wrong and injury done to her feelings and character and for the disgrace and humiliation brought upon her.

"The family is the foundation of our social structure. Disregard of marital rights by the seducer has become so frequent of late years in our country that in such a case the favor of the court should be extended only when the application shows a clear right to have it exercised. This is not shown in the case here presented."

Thus it appears that it is no joke for a vamp to practice her wiles on the husband of a married woman if the injured wife gets together the evidence and goes to court to seek damages.

One of the newest and most interesting suits of this nature was brought the other day in the New York courts against the pert little stage favorite Miss Frances White. Miss White has recently appeared in "Jimmie" and "Tickle Me," the musical comedies written by Mr. Herbert Stothard, the well-known playwright. It is Mrs. Stothard, the playwright's wife, who brings the damage suit for $100,000 for vamping Mr. Stothard. Mrs. Stothard claims that fascinating Frances has practiced in real life on her husband her popular song hit, "I'd Like to Be a Cave Man's Kid," and thus has kidded away the affections of the author of the song, who is Mrs. Stothard's husband.

Gossip along Broadway has it that the "big scene" in the Stothard-White scenario occurred last Fall when Frances was playing in "Jimmie." Just who acted as director and producer and editor of this real-life movie will not be known until the alienation case has got well under way.

At any rate, it is said that the first verification Broadway had of the rumor coupling Mr. Stothard and Miss White was when a theatrical paper burst forth with a front-page announcement of their engagement. And the next issue of the theatrical paper took it all back and asserted that Stothard was already pretty well married!

Not only had Mr. Stothard been married for three years or thereabouts, but they had a baby almost a year old. But the gossips continued to link their names. If there was anyone on Broadway who didn't know about the affair it was young Mrs. Dorothy Stothard—so she says now. Her mother, who is well known in vaudeville circles, also heard about it, she says, but thought it only a passing fancy on the author's part, and for that reason did not tell her daughter of the vamping that Broadway said was going on.

Then Broadway forgot all about it, for "Jimmie" went on the road and other shows and stars and scandals came to occupy the mind of New York's Main Street. "Jimmie" finished its tour and Frances White came back to the white lights. Just where Stothard was all this time isn't precisely known—or will not be known until the story is told in court. But Broadway did not revive the rumors and Mrs. Stothard was still in ignorance of what she is now asking $100,000 for.

It was less than a month ago that Mrs. Stothard says she found out—and then it was only an echo of what Broadway had said last Fall. She refused to give credence to the rumors, but they persisted, and the present legal action is the result. Broadway waits with interest for the particulars.

It is not the first time that Frances has figured in a matrimonial adventure. Once before she played a leading part in an alienation-of-affections case — only that time she was not the accused vampire, but the vamped. In March, 1917, she met Frank Fay, a vaudeville actor. In April she married him. In June she started to divorce him. In July she sued him for a $2,500 loan.

Photo ALFRED CHEATY JOHNSTON

Frances White, Who Is Being Sued for $100,000 for Luring Herbert Stothard, the Playwright, Away from His Wife and Family.

And in the same month Fay filed suit against Frances's dancing partner, William Rock, in the sum of $50,000, for alienating his wife's affections—vamping her, it was alleged.

The actress got her divorce in August, with $25 a week alimony. And then, according to newspaper accounts of that time, she spent that sum each week in buying front-row tickets at the theatre where Fay was playing, so that she might sit and stare and make faces at her former husband, and so discompose him that she "crabbed his act," as stage cant puts it.

Whether Rock was sufficiently cave mannish to suit the singer of the "Cave Man's Kid" song history does not record. From the external evidence of Mrs. Stothard's suit it would seem that he was not.

The case on which Judge Tierney gave the opinion quoted at the top of this page is somewhat different in details. It has made the rounds of the courts of Ohio, Pennsylvania, New Jersey and New York.

The vamp-defendant applied twice to be released from the judgment and twice was denied her application. Throughout the long tedious proceedings the injured wife has won at each step of the game and her attorney, Clarence M. Lewis, has now only the legal formalities to go through in order to collect the judgment.

In this case Mrs. Lillie Aresoni is the injured wife, Jessie Ullrey is the "vampire" and Enrico Aresoni, opera singer, is the man whose affections the jury have declared are worth $50,000.

The Aresonis, a few years ago, were New Yorkers in moderate circumstances and worked side by side in a tailoring business. As he sat cross-legged on the bench stitching away at a garment Aresoni blithly sang snatches of opera, and often at neighborhood gatherings he was called on to entertain the party. He gradually acquired the reputation of having a voice worth cultivation, and friends urged the Aresonis to send Enrico to a music teacher.

So Enrico abandoned the tailoring business and devoted himself to developing his voice. And Lillie worked doubly hard to support herself and Enrico and their child and pay for the expensive lessons. Finally the voice was pronounced perfect.

But something more was needed. Enrico had operatic aspirations. And to succeed in American opera one must have a European debut, he was told. A few months under a European master, an intensive study of languages, a premier performance in a French or German or Italian theatre and he would be ready to conquer the new world.

All very well, but where was the money to come from? His music lessons had already drained the Aresoni resources and Lillie Aresoni had worked her fingers to the bone to keep things going. But she did not despair at the new tax. If Enrico needed to go to Europe, she said, to Europe he should go.

And he did. He studied and made a successful debut. He returned to America and filled operatic engagements. Between opera seasons he did concert work at various places, among them Atlantic City. And here is where the Aresoni vamp steps in.

Aresoni was singing on the steel pier in the Summer of 1913. Among the crowd was one woman who was constantly in attendance, and who sought and obtained an introduction to the Aresonis.

This was Jessie Ullrey, the vamp. She is said to be the daughter of a Cleveland judge and the niece of an Ohio Congressman. She had been married and divorced. She professed to be in love with Aresoni's voice—so she told Mrs. Aresoni.

Mrs. Aresoni heard nothing more of her until two years later, when Enrico again sang at Atlantic City. This time Mrs. Aresoni was not with him. When he came home he displayed a diamond ring which he said two old ladies had given him—but which it later developed was a present from the vamp. Then Enrico began to get frequent out-of-town engagements. Mrs. Aresoni stayed at home.

Enrico spent money lavishly on these trips. Mrs. Aresoni saved what she could. In Chicago Aresoni told his wife that he had to go to Dayton, Ohio, to arrange for a contract. No, he just couldn't arrange it by mail. He stayed away four or five days and returned without the contract.

All this made the devoted wife wonder. Her husband had changed; his success seemed to have gone to his head. Still she did not suspect Jessie Ullrey, not even when Enrico received a telegram from her urging him to go to Cleveland, where an opera company was being formed. He had first call for an engagement as the company's leading tenor, she said, and the cost of the trip would be paid in advance. Enrico went. He came back, but without a contract. He admitted that he had stayed at Jessie Ullrey's home while in Cleveland.

Next, it was alleged, the Ullrey woman lured the singer to Chicago where she started him in a music studio.

He spent less and less time at home. He was seen frequently at restaurants with the vamp. Then came the great scene. Mrs. Aresoni and a friend took the baby to the studio on the little one's birthday as a surprise to the father. The elevator boy was emphatically certain that Aresoni was not in; he did not want them to bother to try the door.

But they did, and found it carelessly unlocked; entered and found the vamping process in full swing. Just like the movies, but more so. Aresoni begged for forgiveness and got it. Then he had a long engagement in California, went there, wrote his wife once or twice, and then became strangely silent. She investigated, found that the Ullrey woman was also in California, decided that she was well rid of him and tried to forget.

Photo INTERNATIONAL

Mrs. Lillie Aresoni, Who Sued and Recovered $50,000 from the Woman Who Beguiled Her Husband Away from Her.

Signor Enrico Aresoni, the Opera Singer.

But she couldn't forget or forgive when she learned that the faithless tenor had obtained a decree of divorce from her in Reno on the ground of desertion. She was indignant to discover that he had sworn she had deserted him, when, in truth, Aresoni had left her penniless, with a baby to support, and had gone to California with the vamp. Then she began her damage suit.

The legal process was unusually tiresome and slow, but Mrs. Aresoni and Lawyer Lewis persisted and finally triumphed. The result was the upholding of the judgment for $50,000 and Judge Tierney's eloquent and incisive opinion quoted above.

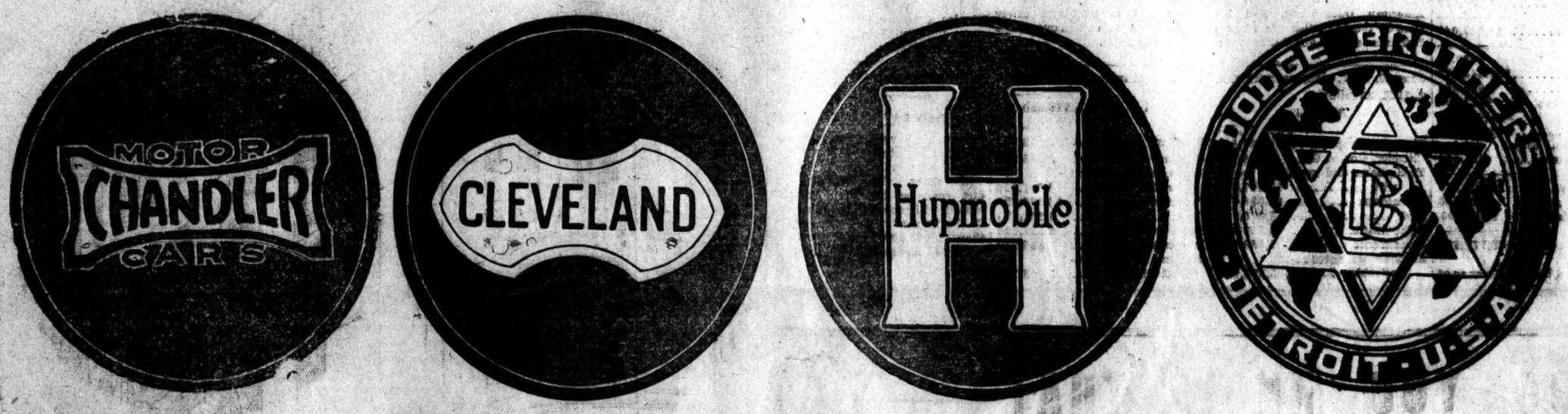
"It was a terrible thing to have to go through with," said Mrs. Aresoni. "But I saw it as a duty that I owed to other women, for I knew there must be many other wives who have been injured as I have, and if they would all do as I had done there would be less vamping and fewer husbands would be beguiled into deserting those who have been faithful to them."

In her answer to the wife's complaint the Ullrey woman asserts, "I had business transactions with the plaintiff's husband for a considerable period of time in the State of California, where I lived with my mother, but these transactions resulted disastrously to myself; I suffered a financial loss and was compelled to institute criminal proceedings against the plaintiff's husband as a result thereof."

It was not a very profitable enterprise for the vamp.

4

POPULAR CARS



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STUDEBAKER REPORT FOR JUNE QUARTER

Net Income Equivalent To $6.83 A Share On $60,000,000 Common Stock

GAINS IN THREE MONTHS

Production Of Cars Nearly Doubled As Compared With Same Quarter In 1920

The Studebaker Corporation for the three months ended June 30 reports net income after all charges, taxes and reserves for inventory adjustments, of $4,270,547, which after payment of the preferred dividend was equivalent to $6.83 a share earned on the $60,000,000 of outstanding common stock. In the first three months of the year the company reported net profits of $2,110,577, or the equivalent of $3.23 a share on the same amount of stock. For the first six months of the current year net income amounted to $6,381,124, or the equal of $10.06 on the common stock, which is $3.06 more than the annual dividend requirements of $7 a share. In the first half of 1920 earnings were equal to $11.86, as net income in that period amounted to $7,479,057.

Detailed figures of income and expenses for the three months ended with June 30, as compared with the corresponding period of 1920, follows:

	1921.
Net sales	$33,059,834
Net earnings	6,406,927
Int. and exchange	270,834
Net profits	$6,136,093
Res. for ex. exp., &c.	865,546
Res. for Fed. taxes	1,000,000
Net income	$4,270,547
Pf. dividends	171,500
Com. dividends	1,050,000
Surplus	$3,049,047
	1920.
Net sales	$22,249,299
Net earnings	3,618,359
Int. and exchange	*113,606
Net profits	$3,731,965
Res. for ex. exp., &c.	—
Res. for Fed. taxes	725,000
Net income	$3,006,965
Pr. dividends	179,550
Com. dividends	1,050,000
Surplus	$1,777,415

*Credit:

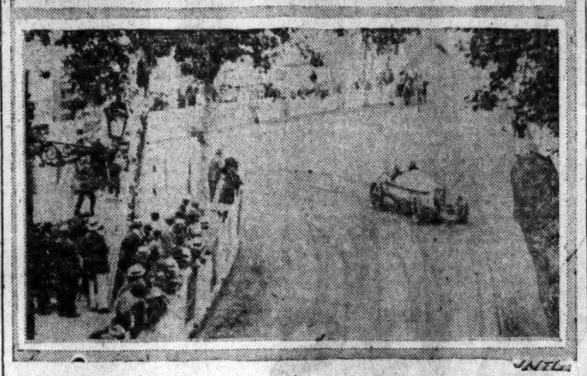
Consolidated balance sheet as of June 30, 1921, compares with Jan. 1, 1921, as follows:

ASSETS	June 30, '21	Jan. 1, '21
Plant and property	$36,421,503	$36,162,605
Citizens' Homes Co.	2,269,046	2,266,833
Trade name and good will	19,807,277	19,807,276
Inventories	20,926,304	28,076,793
Cash	6,376,030	4,226,234
Sight drafts.	3,318,068	2,137,094
Investments	1,582,908	826,910
Accounts and notes receivable	5,879,734	5,628,774
Deferred charges	471,692	299,511
Total	$99,604,211	$96,880,381

LIABILITIES	June 30, '21	Jan. 1, '21
Preferred stock	$9,800,000	$9,800,000
Common stock	60,000,000	60,000,000
Notes payable	—	8,500,000
Accounts payable	3,892,412	2,312,341
Miscellaneous	3,165,772	3,188,832
Reserve for Federal taxes	2,617,023	2,335,990
Special surplus	3,645,000	3,645,000
Surplus	13,760,173	9,822,048
Total	$96,880,381	99,604,211

A. R. Erskine, President of the company, in commenting on its operations said, in part, that business in the second quarter of the year was very large, surpassing that of the previous quarter by about 50 percent. The demand for cars during the second quarter, he said, greatly exceeded the supply. Production in the June quarter reached 8,498 cars against 4,811 cars in the same quarter last year.

American Wins French Auto Classic



Jimmy Murphy (on right) American winner of the Grand Prix auto race at Le Mans, France, with his mechanician, photographed after the victory. Murphy drove an American Duesenberg, and his time for the 321 miles was 4 hours 7 minutes and 11 and 1-5 seconds.

The best of the European and American drivers were entered in the race. The photo below shows Murphy rounding the famous hairpin bend at Pontlieue, which the racers had to negotiate thirty times. The course was over a circuit of ten miles.

Here's Solution To Clean Battery Plates

The following solution is recommended for cleaning battery plates that have become somewhat sulphated: Half a pound of ammonium acetate in a quart of water. The plates are removed from the battery case and immersed in the solution which must be hot, and are left therein for half an hour. In some cases it may require a longer treatment to remove the sulphate. After their bath the plates should be washed well in clear water and then dried before returned to the battery.

ROAD RAZOR LATEST

Now we have the latest device for road maintenance—the "road razor." Its makers claim that it will shave the roughest of dirt roads so clean and smooth that it will resemble a boulevard. If the "razor" will do this more than 9,000,000 motorists will nominate its inventor for the hall of fame.

Three New Cheap 4-Cylinder Cars

Buick, Durant And Driggs Companies Announce Models Ready For Fall

New York, August 1.—An important addition to Broadway's automobile row was made yesterday when the first models of the new Buick four-cylinder car were placed on exhibition. This new Buick takes its place among the low priced cars. There are four body types, a roadster, open touring coupe and sedan. The price of the roadster is G.$935 and the touring car G.975. The coupe will cost G.$1,475 and the sedan G.$1,650. These are the factory prices at Flint, Mich.

It has been thirteen years since the Buick company made a four-cylinder car, the last model of that motor capacity being put out in 1908. The new four-cylinder Buick presents an appearance of an easy running machine combined with good endurance and economical maintenance qualities. The wheel base is 109 inches. Both front and rear springs are of the semi-elliptic type, the transmission of the sliding gear type, three speeds forward and one reverse, the clutch of the multiple disk dryplate type embodying the principles of the Buick Sixes. The motor adheres to the valve-in-head type with a cylinder bore of 3⅜ inches and stroke of 4¾ inches, developing, according to the factory announcement, 35 to 40 brake horsepower while road tests have shown the motor's ability to attain a speed rate of fifty miles an hour. Other features include automatic carburetor heat control, three bearing crankshaft and circulating splash oiling system. Cord tires are standard equipments, 31 by 4 inches. The weight fully equipped of the roadster is 2,310 pounds and of the touring car 2,380 pounds. The sedan will weigh 2,650 pounds. The touring car and sedan will accommodate five passengers, and the coupe will accommodate three persons.

Another cheap four-cylinder car which, it was learned recently, will be out early in the Fall, is the new Durant car. The price for the open touring car, it is stated, will be G.$890, being the price at the Lansing (Mich.) factory. The car is now being made in the Long Island City factory, and the Lansing factory is expected to get into operation early in January. There is an interesting connection with the early appearance of these two new four-cylinder cars, as the Buick is a member of the General Motors group. W. C. Durant, who was the head of that company, retired less than a year ago, and in January last he organized the corporation of Durant Motors, and soon after purchased a large factory in Long Island City, not far from the Queenboro Plaza. It has been equipped to turn out 25,000 cars a year. The Lansing factory, when completed, will have a capacity of 40,000 cars a year.

The Durant will be made in three body models—touring car, coupe and sedan. The W. C. Poertner Motor Car Company on Broadway, near Columbus Circle, will be the metropolitan distributing agents. A popular-priced six-cylinder car has been designed by Durant Motors and is expected to be on the market early in the new year.

Still another four-cylinder car which is announced for early production is the Driggs, which will be made by the Driggs Ordnance and Manufacturing Corporation. Its weight will be 1,600 pounds, this lightness being obtained by the skilful use of alloy steels. The Driggs car factory is at New Haven. The price for the touring model will be G.$1,175. In addition, there will be two other body types, a sport roadster and a sedan. Wire wheels form part of the standard equipment.

It is reported from Detroit that Captain Edward V. Rickenbacker, who was decorated during the war as the leading of America's air fliers of the French and German battlefronts, had entered the automobile manufacturing field. The new car which it was said, would soon be in production, will be known as the Rickenbacker. It will be made in Detroit. B. F. Everitt, a well-known automobile man, President of the company, which has just been incorporated in Michigan with a capital of $5,000,000. Captain Rickenbacker is Vice President and director of sales.

Use Horn To Find Knocks In Motor

Knocks are very often somewhat difficult to locate in an automobile engine. Various devices have been used to locate the trouble, but as good a one as is to be had can be made in a few minutes from an old horn and rod. All the horn but the bell and diaphragm should be removed. A screw should be placed through the diaphragm and screwed into the end of the rod. When the other end of the rod is placed against the engine the knock can be heard very plainly in the bell. By removing the rod to different points on the cylinder block or crankcase the exact location of the trouble can be discovered.

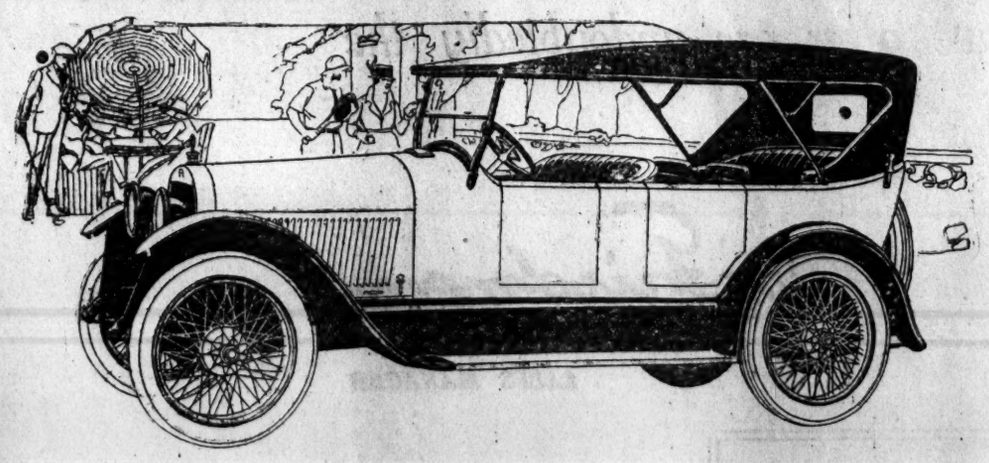
DO YOU KNOW THAT——

A USED CAR IN SHANGHAI

IS NOT THE SAME AS

A USED CAR IN HOME COUNTRIES?

There are many people going and coming in the Far East who use a car only for a short period—It is these people's cars that we specialize in.



The Following are a Few Cars We Have to Offer at The Moment:—

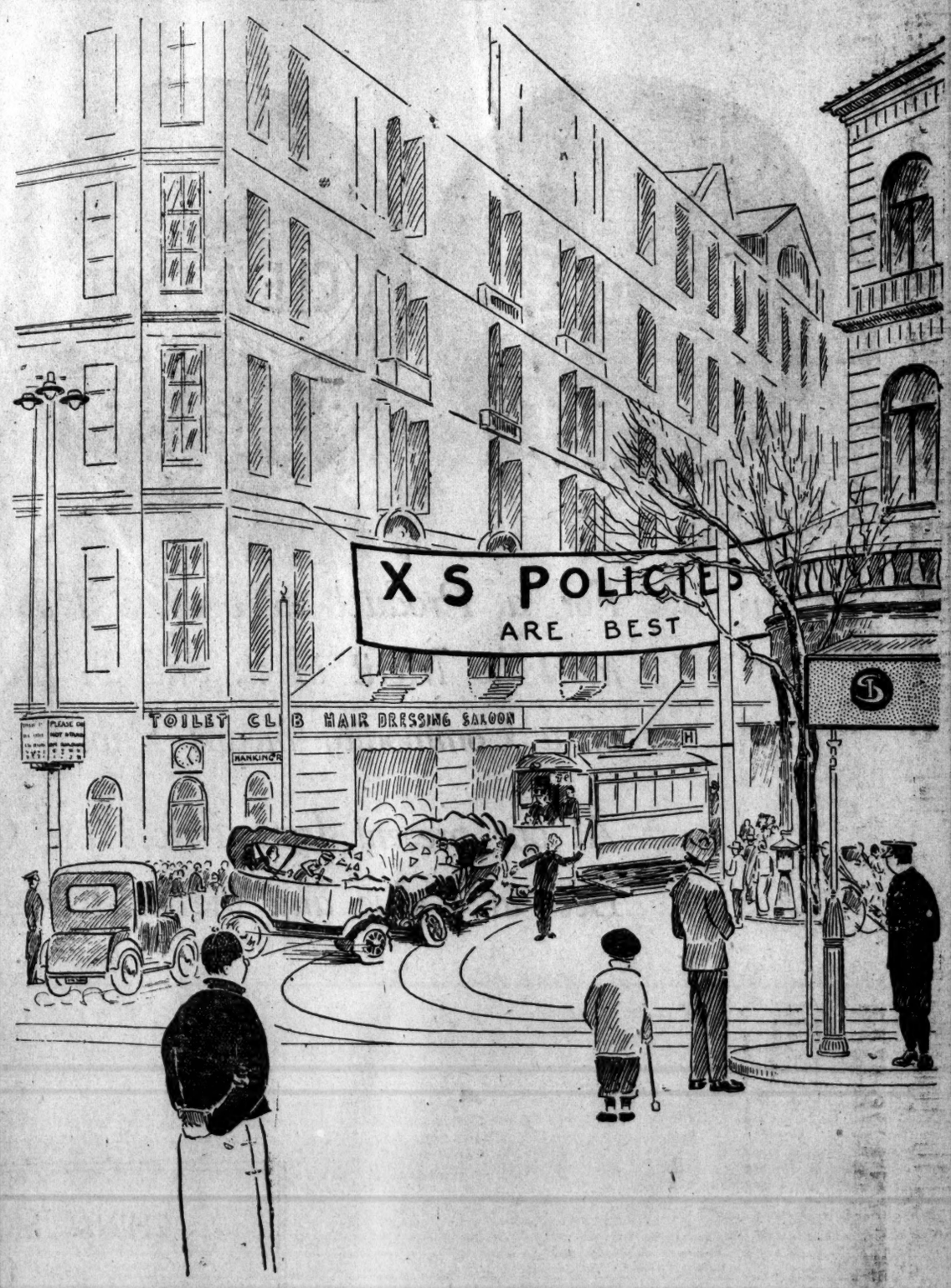
Auburn	7	Pass.	Touring	(new)	Studebaker		Limousine	(little used)
Willys-Knight	5	,,	,,	(1920)	King 8		do.	(new)
Buick 6	7	,,	,,	(1920)	Renault 10 H. P.		do.	(run 4000 m.
Nash	5	,,	,,	(1920)	Overland 90		do.	(home made)
Hupmobile	5	,,	,,	(1919)	Auburn		Sedan	(brand new)
Briscoe	5	,,	,,	(brand new)	Hudson		do.	(1920)
Essex	5	,,	,,	(used 3250 miles)	Buick	6	Roadster	(1920)
					Buick	6	do.	(1918)
Chandler	5	,,	,,	(1920)	Delage	4	do.	(A. I. condition.)
Dodge	5	,,	,,	(1920)	Puch		do.	(wire wheels)
Overland 90	5	,,	,,	wire wheels)	Ford	1 ton	Motor Truck	(slightly used)

All these cars are in A1. condition and guaranteed as new ones.

THE AUTO CASTLE

(HEIMENDINGER BROS.)

Phone, C. 402 SHANGHAI 228 Ave. Joffre



ACCIDENTS WILL HAPPEN

IN THE BEST-REGULATED TRAFFIC